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American Railroad Journal.

New York Saturday, January 7, 1871.

The Progress of Railway Construction in Arkansas.

Mr. D. B. SICKELS, Financial Agent of Arkansas, having recently returned from a visit to that State, furnishes us with the following interesting information respecting the progress of railway construction there:

The several lines of railway now in course of construction in the State of Arkansas are being pushed ahead with extraordinary vigor. The Memphis and Little Rock Railroad, which when completed will be 130 miles in length, has remained in an unfinished condition for several years; but a new contract having been recently made with parties possessing abundant means, its completion by the 15th of February is now regarded as absolutely certain. Over six hundred men are at work on the unfinished portion of the route between Brinkley and the White River, and all the iron necessary for the seven and a half miles (all that remains to connect the two divisions,) has just been landed at Hopefield, opposite to Mem-

phis. The completion of the road will be an occasion of great rejoicing to the citizens of Little Rock, as it will practically open that long "pent up Utica," to eastern trade and reliable communication with important towns on the Mississippi.

The Little Rock and Ft. Smith Railroad, running up the Arkansas Valley from Huntersville to Lewisburgh, is in an encouraging state of progress. Over ninety miles have been graded and made ready for the ties, and the track is being laid as rapidly as the iron is furnished. Fifty miles of track have been laid and trains are now running regularly to and from Lewisburg. The fifty miles beyond that place will be completed by the first day of May next if the material is promptly supplied. The road is in splendid condition and the management of the work of construction could scarcely be improved. The State authorities are much gratified with the condition and progress of the road, and all the requirements of the law have been faithfully complied with. An inspection of the work has recently been made by a distinguished civil engineer, and he pronounced it superior to that of any recently constructed road in the Southwest.

The company has recently been re-organized, and the Boston interest has secured the absolute control of the old corporation together with all its right, franchises, &c., &c. At a meeting of the Board of Directors held in Little Rock a few weeks ago, Mr. John C. Pratt was unanimously elected President of the company, and Mr. Edward Adams Treasurer.

When completed the financial condition of the company will be as follows, viz:

150 miles railway valued at	\$3,500,000
1,000,000 acres of land valued at	5,000,000
1,500,000 State bonds valued at	1,500,000

Total

\$10,000,000

The Little Rock, Pine Bluff and New Orleans Railroad was commenced last July, and up to the present advances sixty-five miles of road-bed had been graded, bridged and made ready for the ties. Eighteen miles of track have already been laid and sufficient iron has been purchased and shipped to New Orleans to complete the road to Pine Bluff. It is expected that the trains will be running from Chicora on the Mississippi to Pine Bluff

on the Arkansas by the first of March, if the materials are furnished as rapidly as promised.

When completed this will be one of the most valuable and best paying roads in the State, as it will receive all the freights now conveyed by boats on the lower Arkansas river, and a large local business besides.

The Mississippi, Ouachita and Red River road extending from Eunice on the Mississippi to a point near Fulton, a distance of 150 miles, is also being rapidly pushed ahead by the contractors. About seventy miles of road have been graded and sixteen miles of track laid, and trains are now running to a point within three miles of Monticello. The iron for seventy miles of the road has been purchased, and is now arriving at New Orleans for transshipment up the river. This road traverses the centre of the State and will drain the richest counties in that section. The financial condition of the road is excellent, and its resources available for construction are very large, having large land grants, State aid and County subscriptions. It will probably be completed in eighteen months. The entire amount of its debt when finished will not exceed \$20,000 per mile.

The Cairo and Fulton Railroad, which will run from some point on the boundary line between the States of Missouri and Arkansas, not yet fixed, to Fulton on the Red River, running in a North-easterly and Southwesterly direction across the State for a distance of 300 miles.

Twenty miles of track have recently been laid north of Little Rock, and work is now being done on the next twenty mile section. The grading is of a very light character, consisting of embankments of 2 or 3 feet in height, and the masonry consists of only a few stone culverts. The sections of work beyond the 40 mile point is of a somewhat different character but not materially more expensive.

The company has an enormous land grant from Congress, amounting to 6,400 acres per mile, and extending 20 miles on either side of the road. The lands are among the best in the State, and worth from \$5 to \$10 per acre.

The company does not intend to avail itself of the provisions of the Act of July, 1868, granting aid to railways; but will rely solely upon the

proceeds of the sales of its Land Bonds, and its shares for its construction and equipment as per contract with the Boston capitalists.

The road when completed will be the most important trunk line in the State and cannot fail eventually to become as valuable as the Illinois Central Railway.

On the Use of Cast Iron in Bridge Construction.

EDITOR AMERICAN RAILROAD JOURNAL:

DEAR SIR:—The correctness of my views as to the dangerous use of cast iron in bridge construction has been confirmed in a striking manner by the breaking down of the cast iron draw over Newark Bay, on the Central Railroad of New Jersey on the 15th of December last.

This draw was of massive proportions, and strong—for cast iron. Yet it has been broken once or twice before by shocks from the spars of passing vessels, and has now been destroyed by a locomotive running off the track while coming upon it.

It may be said that no form of bridge construction, whether of wrought or cast iron could withstand the momentum of a locomotive coming at full speed. This may be true, and yet prudent persons always like to diminish risks as much as possible. A well designed bridge truss of wrought iron, from its elasticity and toughness would recover from a blow which would shiver like glass, a rigid and brittle post of cast iron. This needs no demonstration; and no rhetoric on the part of those engineers who are wedded to the use of cast iron can remove from the minds of the public the feeling of insecurity which one such disaster as this produces.

But instead of dwelling upon such evident truths, I wish to call the attention of Railway men to the insecure mode of fastening pivot draw-bridges which comes from the use of wedges. It is impossible to thrust wedges under the ends of a draw with force enough to raise its ends. Unless both ends are raised, by some means, so as to relieve the upper chord of tension over the center pier, and break the continuity of spans, the effect of a loaded train coming upon one span will be to raise the opposite end of the draw clear of its bearings, and derange any ordinary system of fastenings. There being nothing to secure the tracks in line, an accident is sure to happen sooner or later.

This raising of the opposite end takes place with the Keystone Co's draws at Kansas City and at Newark, and was probably the primary cause of the engine leaving the track and destroying Lowthorp's draw on the Central New Jersey railroad.

The Keystone Co., taught by experience, are about placing hydraulic jacks to raise the ends of the Kansas City draw, and also the draw which they are building at Keokuk.

But there is a still better plan which has been in successful operation for the last two years in the 360 ft. iron draw at Quincy, Ill., built under my superintendence as Chief Engineer. At the Quincy draw there is a three-fold security against any derangement in the gauge, level or line of rails, at that critical point where the fixed and movable tracks join.

First, There are pairs of cams under each end

of the draw which raise the ends about an inch, and hold it in place by the gravity of 75 tons on each end, equal to 150 tons in all. This entirely prevents any motion being transmitted from one span to the other.

Second, The vertical shaft which drives the screw that works the cams, is a round bar $2\frac{3}{4}$ in. diam., which when the draw shuts, descends into an iron box in the masonry pier, and forms a rock that can yield to no blow. As the box is conical, this motion centres the bridge so as to bring the tracks exactly in line.

Third, The rails on the draw-bridge instead of ending with the draw, project about six inches upon the fixed pier, and are received in heavy chairs which prevent any side or vertical motion, and do away entirely with that unpleasant jar generally felt when coming upon draw-bridges.

This makes it necessary to have an arrangement for raising the track at each end of the draw before opening it. It is accomplished by very simple machinery, and the whole is worked by the engine which gives motion to the draw.

The same arrangement, with some improved details, will be adopted in the new iron draw, now building by my firm, Clarke, Reeves & Co., for the Hudson River Bridge Co. at Albany.

As this is a matter which involves the safety of the numberless passengers who are daily crossing draw-bridges, I have taken the liberty to write somewhat at length and in detail, at the risk of being found tedious.

Your obedient servant, T. C. CLARKE.
Philadelphia, Dec. 27, 1870.

The National Railway.

The National Railway, the new air-line road between Philadelphia and New York, appears to be a determined fact. The contract for the construction of the entire line of road has been awarded to Messrs. James Moore, Sidney Dillon & Co., the well-known constructors of the Union Pacific Railroad, and the work is to be immediately commenced and vigorously prosecuted. The contractors are men of high responsibility and great energy and experience, and there can be no doubt that they will drive their contract upon the same principle of rapid construction that worked so well on their great trans-continental enterprise.

Nearly the entire right of way for four tracks, from Philadelphia to Newark, has been already secured, and measures are in progress for securing the remainder of the distance.

The National Railway Company has kept its counsels very closely, and the announcement that the contract for constructing the road is actually awarded and is to be immediately executed will take the public by surprise. The Company has taken the building of the Cambria Iron Company, in Fourth street, below Walnut street, where its offices will be opened on the 1st of January.

The following is a correct list of the present management of the National Railway Company: President, Henry Lewis; Vice President, Henry M. Hamilton; Secretary, Robert R. Corson; Treasurer, Jacob Riegel; Directors, Charles Gibbons, Charles Smith, Matthew Baird, Robert Caben, Coffin Colket, Charles M. Dupuy, Samuel K. Wilson, Trenton; A. S. Livingston, Trenton; I. B. Culver, Jersey City; A. B. Clark, New York.—*Phila. Bulletin*, Dec. 24.

The Western and Atlantic Railroad has been leased for twenty years, at a monthly rental of \$25,000, to a company comprising twenty-three prominent railroad managers, representing fifteen millions of capital. They give as security other

twenty millions. Hon. Joseph E. Brown has been elected President of the new company.

Railroads in the United States.

There is no central bureau in the United States having cognizance of the great railroad interests of the country. Only a few of the larger States demand any returns from the companies owning works, and these are neither uniform nor as full and definite as they might be. In this respect the United States stands alone, every other country of the world demanding complete historical and statistical details of works projected, in progress, or in operation at annual periods. It would be well for the companies and the public that this defect in our system (or want of system) should be remedied by the establishment of a central office the duty of which should be the collection, arrangement and elaboration of all returns which a stringent law might call for.

The want of such a central point of information makes it a very difficult matter for a single individual (notwithstanding he may have accumulations of material covering the whole period of American railroad history) to bring together the details of the hundreds of railroads now existing, or even to state their length and cost. Our annual attempts to do the latter have been more or less imperfect, and we have always told our readers that our summaries are only approximate. With the rapid increase of companies and enterprises the difficulty here complained of is increased; and so our tables become less and less reliable. We have done our best in the matter, however, and have come as near the truth as our means would allow of.

With these few remarks we introduce our annual statements: first, in the aggregates of States and Territories, and second, in detail or by separate works.

The following tabulation shows the distribution of mileage and cost of railroads in the several States and Territories:

States and Territories.	Length in Miles.		Cost of road & equipment.
	Total.	Open.	
Maine.....	972.01	810.81	\$26,241,901
New Hamp....	987.29	734.75	23,647,935
Vermont.....	658.41	618.41	32,488,594
Massachusetts.	1,739.02	1,478.47	77,496,880
Rhode Island..	135.80	135.80	4,805,996
Connecticut ..	977.87	728.75	34,976,884
	5,470.40	4,506.49	\$199,658,090
New York....	5,453.74	3,892.38	\$234,049,545
New Jersey...	1,241.30	1,091.80	74,525,196
Pennsylvania..	6,812.96	5,056.06	296,739,087
Delaware & E.			
Maryland ..	588.64	390.14	10,059,092
Maryl'd (west)	840.34	495.49	34,723,367
West Virginia..	711.75	374.75	30,493,739
	15,078.73	11,800.62	\$680,589,976
Virginia.....	2,253.31	1,465.96	\$53,386,858
North Carolina	1,574.17	1,178.17	32,164,298
South Carolina	1,438.17	1,138.67	32,863,568
Georgia.....	2,313.70	1,932.70	44,322,919
Florida.....	607.20	440.20	11,781,919
	8,186.55	6,155.70	\$174,519,582
Alabama.....	2,120.00	1,396.00	\$46,598,605
Mississippi....	1,117.80	977.80	33,208,839
Louisiana.....	944.50	478.50	19,523,798
Texas.....	4,071.50	865.50	22,050,000
Arkansas.....	1,054.00	286.00	8,798,000
Tennessee.....	2,016.08	1,490.08	51,528,745
Kentucky.....	1,375.41	907.37	35,640,699
	13,699.29	6,201.25	\$217,848,686

Ohio.....	4,800.97	3,688.09	\$192,538,214
Michigan.....	2,992.36	1,783.86	75,817,748
Indiana.....	4,865.20	3,277.60	135,967,186
Illinois.....	8,818.35	6,423.10	237,553,000
Wisconsin.....	3,142.20	1,476.20	59,832,881

	24,614.08	15,547.35	\$701,700,029
Missouri.....	4,573.42	2,140.13	\$106,663,464
Kansas.....	3,698.00	1,501.00	66,723,700
Colorado.....	1,268.00	368.00	17,400,000
Iowa.....	4,472.25	2,550.25	111,978,000
Nebraska.....	1,205.00	588.00	39,300,000
Wyoming Ter.	492.00	492.00	46,700,000
Minnesota.....	2,654.00	972.00	34,720,000
Dakota Ter.....	700.00	.....	300,000
Montana and Idaho Ter..	600.00	.....	.....

	19,662.67	8,611.88	\$418,785,164
California....	3,293.60	996.60	\$70,624,582
Nevada.....	1,498.00	593.00	60,000,000
Utah Ter.....	404.00	364.00	49,000,000
Oregon.....	2,648.50	159.50	6,100,000
Washington T..	420.00	.....	.....
	8,259.10	2,118.10	\$185,724,582

RECAPITULATION.

N. E. States..	5,470.40	4,506.09	\$199,658,090
Middle States..	15,078.73	11,300.62	680,589,976
S. E. States..	8,186.65	6,156.70	174,519,582
Gulf & S. W.			
States.....	12,699.29	6,201.25	217,348,686
Interior, E. of			
Mississippi..	24,614.08	15,547.35	701,700,029
Interior, W. of			
Mississippi..	19,662.67	8,611.88	418,785,164
Pacific States	8,259.10	2,118.10	185,724,582

Grand Total..93,970.82 54,435.49 \$2,573,526,109

In the following table is shown the increased mileage and cost of railroads in the several sections during the year 1870:

	Miles of Road Projected.	Cost of Road Opened. & equipment.
North East....	594.04	231.73
Middle East....	531.54	509.63
South East....	436.69	318.22
Gulf & S. West..	2,125.36	907.22
Inter. E. of Mississippi..	3,409.71	1,449.05
Inter. W. of Mississippi..	6,421.10	1,731.05
Pacific.....	2,087.00	428.00

Total inc...15,605.44 5,574.80 \$224,916,390

Though this increase is less than in 1869 by 1,013.57 miles the results of the year, considering the draw-backs in consequence of the Franco-Russian war, are eminently satisfactory, being an increase in mileage of 11.41 per cent, and in cost of 9.58 per cent. The average cost per mile of new road is \$40,345. This is by no means an extravagant estimate, and is probably as nearly correct as can be ascertained. The largest increase has been in the States of Illinois, Iowa, Missouri and Kansas, where railroad construction has been stimulated to the utmost by town and county subscriptions in the form of bonds. In Alabama and Georgia the companies building railroads have been encouraged by State subsidies. The same encouragement has been granted in North Carolina, but in that State with little advantage. And yet with all the rapid development, especially in the great interior States, we are somewhat disappointed in the results exhibited in our survey. So much work had been planned, commenced and carried on, that a larger increase of mileage might reasonably have been anticipated. The difficulties in Europe, however, breaking out suddenly in the middle of the year, closed foreign markets against American bonds,

and made it impossible for companies in general to negotiate their paper or to carry forward intended or progressing works. Had peace been maintained we doubt not but that at least 10,000 miles of road would have been the complement of the year 1870. The average cost of railroads in the United States, including the great overland lines which cost more than \$100,000 per mile or about 10 per cent. of the total cost of railroads is \$47,277 per mile. But few of the great trunk roads have cost less than \$80,000 to \$100,000 per mile; while in the South the cost of railroad building, notably in the Atlantic States, has not exceeded \$20,000 to \$25,000 per mile.

The progress of railroad construction in the United States since 1827, in which year the Granite Railroad at Quincy, Mass., was inaugurated to the present time is shown in the following table:

Year.	Miles Yearly open. Increase.	Year.	Miles Yearly open. Increase.
1827..	3	1849....	6,350 668
1828..	3	1850....	7,475 1,125
1829..	23	1851....	8,589 1,114
1830..	41	1852....	11,027 2,438
1831..	54	1853....	13,497 2,470
1832..	131	1854....	15,672 2,175
1833..	576	1855....	17,398 1,726
1834..	762	1856....	19,251 1,853
1835..	918	1857....	22,625 3,374
1836..	1,102	1858....	25,090 2,465
1837..	1,431	1859....	26,755 1,665
1838..	1,843	1860....	28,771 2,016
1839..	2,220	1861....	30,593 1,822
1840..	2,797	1862....	31,769 1,176
1841..	3,319	1863....	32,471 702
1842..	3,877	1864....	33,880 1,389
1843..	4,174	1865....	34,442 562
1844..	4,311	1866....	35,351 909
1845..	4,522	1867....	36,896 1,545
1846..	4,870	1868....	38,822 1,926
1847..	5,336	1869....	42,272 3,450
1848..	5,682	1870....	48,860 6,588

1871.... 54,435, increase 5,574.

These figures show a very rapid progress. Since 1860 one-half of the present total has been constructed, and this total is equal to all the railroads of all other parts of the world in the aggregate. It is longer than the circumference of this earth. It is true that most of the railroads in Europe are furnished with two or more tracks, while in this country not more than 25 per cent. of the lines are so furnished. But in most instances these additional tracks are not required and hence we find them only on the great trunk lines, such as the Erie, New York Central and Pennsylvania, and their immediate connections East and West. This however necessitates a larger measure of turn-outs, sidings, &c., which may be reckoned at 10 per cent. of the total length. Thus in estimating the total equivalent single track in use we must add 35 per cent., which makes an aggregate of 73,487 miles, and to this sum must be added about 5,000 miles of city passenger railroads, one-half of which are double-tracked; and together these aggregate a length of more than 80,000 miles of equivalent single track.

With regard to the future of railroads. With the abundance of money now in the country and its aggregation in comparatively few hands a great deal can be economically accomplished. In addition to this favorable position, peace once re-established and confidence restored, the surplus accumulations of Europe will again be at our service. The means are thus assured, and with the wonted energy of our countrymen the

objective will also be attained. Looking to what is now on hand and to that suspended from circumstances of but a temporary nature, we are assured that most of the great works, projected or in progress, will be carried to completion. With moderately favoring conditions, indeed, we may without accounting ourselves prophetic, calculate that by the close of another year our completed railroads will have an extension of at least 60,000 miles. The country is now awake to the value of the railroad as the true developer of industrial progress and wealth, and hence we may expect a cumulative rate of increase in these modern highways to national development. "Progress," as we said in our last year's summary, "leads but to new demands and new enterprises." This sentiment is of universal application.

Debt and Resources of Arkansas.

The State of Arkansas, as will be seen by the notice issued by Hon. HENRY PAGE, State Treasurer, which appears in our columns, will pay with her usual promptness the semi-annual interest due on her six per cent. Funded Debt Bonds on and after January 1st, 1871, at the Union Trust Company in this city. The total amount of the State Debt, including the bonds recently issued in aid of railroads recently constructed, will not exceed five millions of dollars. The amount of taxes collected annually, according to the Treasurer's report, is above one million, and the taxable value of property will exceed this year \$110,000,000. With such abundant resources and the rapid increase of her population and the development of her railroad and other material interests there should not be any question as to her ability to pay her debts.

A contract has been concluded between Mr. A. T. Stewart and the Flushing and North Side R. R. Co. for the construction of the railroad between New York and Hempstead Plains. The route selected commences at or near the Main-street depot, Flushing, running easterly until it strikes the western limits of Mr. Stewart's Hempstead purchase, near Hyde Park, from thence running through the Plains to the eastern limits near Farmingdale. The road will be commenced immediately, and is to be completed by the 4th day of July next. The road will be built, equipped and operated by the Flushing and North Side R. R. Co.

The total number of vessels arriving at Philadelphia in 1870 was 36,315, of which 881 were foreign and 35,434 coastwise. In 1869 the total number was 41,179, of which 946 were foreign and 40,233 coastwise. The class of vessels arriving during 1870 were as follows: Foreign ships, 57; barks, 239; brigs, 305; schooners, 260, and steamers, 20. Coastwise: Ships, 4; barks, 22; brigs, 96; schooners, 7,936; sloops, 5,533; steamers, 3,354; barges, 7,809; boats, 10,623.

The exports of petroleum from Philadelphia to foreign ports in 1870 amounted to 43,955,626 gallons, against 33,032,011 gallons in 1869—an increase of 15,923,615 gallons.

Mr. W. S. Wilson, of Philadelphia, has been appointed Purchasing Agent of the Philadelphia and Reading R. R. Co.

H. J. Kimball has been elected President of the Brunswick and Albany Railroad.

List of Railroad Purchasing Agents.

Alabama and Chattanooga.....	G. W. Tallant,	Chattanooga, Tenn.	Lexington and Big Sandy.....	J. G. Peebles,	Ashland, Ky.
Albany and Susquehanna.....	D. W. C. Ramsey,	Albany, N. Y.	Little Miami, Columbus and Xenia.....	James Lamb,	Cincinnati, O.
Alexandria, Loudoun and Hampshire.....	Lewis McKenzie,	Alexandria, Va.	Long Island.....	O. Charlick,	Hunters Pt.,
Androscoggin.....	Oliver Moses,	Bath, Me.	Louisville and Nashville.....	Thatcher Perkins,	Louisville, Ky.
Atlantic and North Carolina.....	E. B. Stanley,	Newbern, N. C.	Louisville, New Albany and Chicago.....	J. R. Parker,	New Albany, Ind.
Avon, Genesee and Mt. Morris.....	G. W. Phelps,	Mt. Morris, N. Y.	Lowell and Lawrence.....	F. H. Nourse,	Lowell, Mass.
Baltimore and Ohio.....	Jno. Oliver,	Baltimore, Md.	Machiasport.....	Daniel Hammond,	Boston, Mass.
Baltimore and Potomac.....	Wm. Worrell,	Baltimore, Md.	Macon and Western.....	James McAlpine,	Macon, Ga.
Baton Rouge, Gros Tete & Opelousas.....	D. C. Montan,	Baton Rouge, La.	Maine Central.....	Edwin Noyes,	Waterville, Me.
Blossburg and Corning.....	R. J. Burnham,	Corning, N. Y.	Manchester and Lawrence.....	Jas. R. Kendrick,	Concord, N.H.
Boston, Clinton and Fitchburg.....	H. A. Blood,	Fitchburg, Mass.	Marietta and Cincinnati.....	Sam'l L. Campbell,	Cincinnati, O.
Boston, Concord and Montreal.....	Lyon & Vose,	Boston, Mass.	Memphis and Charleston.....	T. W. Robertson,	Memphis, Tenn.
Boston and Maine.....	Alfred Perkins,	Boston, Mass.	Michigan Central.....	Jno. Newell,	Detroit, Mich.
Buffalo, Corry and Pittsburg.....	N. M. Whiteside,	Mayville, N. Y.	Middleburg and Schoharie.....	E. H. Dunham,	Middleburgh, N.Y.
Burlington and Missouri River.....	J. W. Ames,	Burlington, Iowa.	Midland (Ca.).....	A. T. Williams,	Port Hope, Ca.
Calais and Baring.....	E. M. Sawyer,	Calais, Me.	Milwaukee and St. Paul.....	Robert Wason Jr.,	Milwaukee, Wis.
California and Oregon.....	J. R. Watson,	Sacramento, Cal.	Mineral Point.....	G. W. Cobb,	Mineral Pt. Wis.
California Pacific.....	C. A. Haskin,	Vallejo, Cal.	Mississippi Central.....	E. D. Frost,	Water Val., Miss.
Camden & Amboy R.R. & Transp. Co. A. H. VanCleve,		Bordentown, N.J.	Missouri Valley.....	A. McDonald,	St. Joseph, Mo.
Cape Cod.....	E. N. Winslow,	Wareham, Mass.	Mobile and Ohio.....	C. E. Rushing,	Mobile, Ala.
Catawissa.....	George Webb,	Williamsport, Pa.	Mobile and Montgomery.....	G. Jordan,	Montgomery, Ala.
Central Pacific (Cal.).....	J. R. Watson,	Sacramento, Cal.	Montgomery and Eufaula.....	B. Dunham,	Montgomery, Ala.
Chesapeake and Ohio.....	J. A. Netherland,	Richmond, Va.	Montgomery and West Point.....	J. T. Todd,	Montgomery, Ala.
Cheshire.....	H. H. Stone,	Keene, N. H.	Nashville and Chattanooga.....	J. W. Thomas,	Nashville, Tenn.
Chicago and Alton.....	A. V. Hartwell,	Chicago, Ill.	Nashville and Decatur.....	J. L. Miller,	Nashville, Tenn.
Chicago, Burlington and Quincy.....	H. J. Higgins,	Chicago, Ill.	Naugatuck.....	G. W. Beach,	Bridgeport, Conn.
Chicago, Cincinnati and Louisville.....	C. W. Bradley,	Chicago, Ill.	Nesquehoning Valley.....	E. M. Cook,	Philadelphia, Pa.
Chicago and Northwestern.....	H. Bausher, Jr.,	Chicago, Ill.	New Bedford and Taunton.....	Warner Ladd,	N. Bedford, Mass.
Chicago, Rock Island and Pacific.....	Allen Manvell,	Chicago, Ill.	New Haven and Northampton.....	C. N. Yeamans,	N. Haven, Conn.
Chicago and Southwestern.....	C. F. Burnes,	St. Louis, Mo.	New Orleans, Jackson & Gt. Northern.....	A. Wang,	New Orleans, La.
Cincinnati, Hamilton and Dayton.....	P. Hickey,	Cincinnati, O.	New York Central.....	Milton H. St. John,	Albany, N. Y.
Cincinnati, Richmond and Chicago.....	P. Hickey,	Cincinnati, O.	New York and Harlem.....	R. C. Moore,	New York.
Cincinnati, Sandusky and Cleveland.....	A. J. Morrison,	Sandusky, O.	New York and New Haven.....	R. N. Dowd,	N. Haven, Conn.
Cincinnati and Zanesville.....	E. Gest,	Cincinnati, O.	New York, Providence and Boston.....	A. S. Matthews,	Stonington, Conn.
Cleveland and Pittsburg.....	Wm. Mullins,	Pittsburg, Pa.	Norfolk and Petersburg.....	Joseph P. Minutree,	Petersburg, Va.
Clinton and Port Hudson.....	G. A. Neafus,	Clinton, La.	North Missouri.....	D. R. Bates,	St. Louis, Mo.
Columbus and Hocking Valley.....	J. W. Doherty,	Columbus, O.	Norwich and Worcester.....	P. St. M. Andrews,	Norwich, Conn.
Concord.....	J. B. Kendrick,	Concord, N. H.	Ogdensburg and Lake Champlain.....	Thos. Upham,	Boston, Mass.
Concord and Portsmouth.....	J. R. Kendrick,	Concord, N. H.	Ohio and Mississippi.....	F. Beschotmann,	Cincinnati, O.
Connecticut and Passumpsic Rivers.....	A. H. Perry,	Lyndonville, Vt.	Oil Creek and Allegheny River.....	John Pitcairn Jr.,	Corry, Pa.
Connecticut River.....	J. Mulligan,	Springfield, Mass.	Old Colony and Newport.....	W. H. Bullock,	Boston, Mass.
Danbury and Norwalk.....	Jno. W. Bacon,	Danbury, Conn.	Orange and Newark.....	J. W. Polneir,	Newark, N. J.
Danville, Hazletton and Wilkesbarre.....	S. P. Case,	Danville, Pa.	Pacific (E. D.).....	J. H. Wyeth,	St. Louis, Mo.
Dayton and Union.....	S. R. Stimson,	Dayton, O.	Pennsylvania.....	Enoch Lewis,	Philadelphia, Pa.
Detroit and Milwaukee.....	R. C. Faulconer,	Detroit, Mich.	Peoria, Pekin and Jacksonville.....	James F. Kelsey,	Havana, Ill.
Delaware and Hudson Canal.....	G. L. Haight,	New York.	Petersburg.....	Jno. E. Wells,	Petersburg, Va.
Delaware, Lackawanna and Western.....	G. W. B. Cushing,	Scranton, Pa.	Philadelphia and Baltimore Central.....	Henry Wood,	Philadelphia, Pa.
Denver Pacific.....	C. W. Fisher,	Denver, Col.	Philadelphia and Reading.....	W. S. Wilson,	Philadelphia, Pa.
Des Moines Valley.....	George E. Kilbourne,	Keokuk, Iowa.	Pittsburg, Cincinnati and St. Louis.....	G. D. Whitcomb,	Pittsburg, Pa.
Eastern.....	K. B. Newell,	Boston, Mass.	Pittsburg and Connellsville.....	J. C. Cox,	Pittsburg, Pa.
East Tennessee, Virginia and Georgia.....	R. C. Jackson,	Knoxville, Tenn.	Pittsburg, Ft. Wayne and Chicago.....	Wm. Mullins,	Pittsburg, Pa.
Edgfield and Kentucky.....	R. A. Bacon,	Nashville, Tenn.	Portsmouth and Oxford Central.....	D. A. Van Valkenburgh,	Canton, Me.
Erie Railway.....	G. C. Hall,	New York.	Portland, Saco and Portsmouth.....	Wm. D. Hilton,	Providence, R.I.
Erie and Pittsburg.....	J. A. Tracy,	Erie, Pa.	Providence, Warren and Bristol.....	L. M. E. Stone,	Providence, R.I.
European and North American (N.B.).....	Samuel Watson,	St. John, N. B.	Providence and Worcester.....	W. D. Hilton,	Providence, R.I.
European and North American (Me.).....	J. M. Lunt,	Bangor, Me.	Reading and Columbia.....	J. W. Jones,	Philadelphia, Pa.
Evansville, Henderson and Nashville.....	Alex. Sinclair,	Hopkinsville, Ky.	Richmond, Fredericksburg & Potomac.....	T. L. Courtney,	Richmond, Va.
Fitchburg.....	Jno. Adams,	Boston, Mass.	Rockford, Rock Island and St. Louis.....	Henry Roberts,	Chicago, Ill.
Flint and Perre Marquette.....	G. C. Kimball,	E. Saginaw, Mich.	St. Louis and Iron Mountain.....	E. B. Cordell,	St. Louis, Mo.
Georgia.....	John Vaughan,	Augusta, Ga.	St. Louis, Macon and Omaha.....	P. M. Wright,	Macon, Mo.
Grand Trunk (Ca.).....	Jno. Taylor,	Montreal, Ca.	St. Paul and Sioux City.....	J. F. Lincoln,	St. Paul, Minn.
Great Western (Ca.).....	James Howard,	Hamilton, Ca.	Salem and Lowell.....	F. H. Nourse,	Lowell, Mass.
Greenwich and Johnsonville.....	Wm. M. Holmes,	Greenwich, N.Y.	San Francisco and San Jose.....	R. B. Bishop,	San Francisco, Ca.
Hannibal and Naples.....	A. J. Stillwell,	Hannibal, Mo.	Selma and Meridan.....	Chas. B. Wallace,	Selma, Ala.
Hannibal and St. Joseph.....	G. H. Nettleton,	Hannibal, Mo.	Selma, Rome and Dalton.....	W. J. Farrell,	Patona, Ala.
Hanover Branch.....	H. A. Young,	Hanover, Pa.	Sheboygan and Fond du Lac.....	S. M. Barrett,	Sheboygan, Wis.
Harlem Extension.....	R. C. Moore,	New York.	South Pacific.....	Rodney McLaughlin,	St. Louis, Mo.
Hastings and Dakota.....	E. B. Allen,	Hastings, Minn.	South Side (Va.).....	I. P. Minutree,	Petersburg, Va.
Houston and Texas Central.....	D. H. Paige,	New York.	Southern Minnesota.....	J. H. Gardner,	La Crosse, Wis.
Hudson River.....	C. V. DeForest,	New York.	South Western (Ga.).....	W. S. Brantley,	Macon, Ga.
Illinois Central.....	S. Hoyt,	Chicago, Ill.	Springfield, Illinois and South Eastern.....	E. C. Davis,	Cincinnati, O.
Indianapolis and St. Louis.....	J. W. Morse,	St. Louis, Mo.	Sussex.....	T. Case,	Newton, N. J.
Indianapolis, Cincinnati and Lafayette.....	N. H. McLean,	Cincinnati, O.	Sycamore and Cortland.....	Norman Beckley,	Sycamore, Ill.
Jackson, Lansing and Saginaw.....	A. Watson,	Cincinnati, O.	Syracuse, Binghamton and New York.....	G. W. B. Cushing,	New York.
Jeffersonville, Madison and Indianapolis.....	R. J. Elvin,	Jeffersonville, Ind.	Taunton Branch.....	A. E. Swasey,	Taunton, Mass.
Junction (Chi. and Ind.).....	J. Walters,	Cincinnati, O.	Terre Haute and Indianapolis.....	Chas. R. Peddle,	Terre Haute, Ind.
Kansas Pacific.....	T. F. Oakes,	St. Louis, Mo.	Tioga.....	L. H. Shattuck,	Blossburg, Pa.
Kentucky Central.....	G. H. Pendleton,	Covington, Ky.	Toledo, Peoria and Warsaw.....	J. A. Winner,	Peoria, Ill.
Kings Mountain.....	R. S. Moore,	Yorkville, S. C.	Toledo, Wabash and Western.....	I. N. Nesale,	Toledo, O.
Lackawanna and Bloomsburg.....	G. W. B. Cushing,	Scranton, Pa.	Union Pacific.....	J. B. Nicholls,	Omaha, Neb.
Lake Shore and Michigan Southern.....	S. G. Remington,	Cleveland, O.	Virginia and Tennessee.....	J. Clark,	Lynchburg, Va.
Lake Superior and Mississippi.....	Frank Bishop,	St. Paul, Minn.	Western and Atlantic.....	E. F. Blodgett,	Atlanta, Ga.
Leavenworth and Des Moines.....	C. F. Burnes,	St. Louis, Mo.	Western North Carolina.....	S. McD. Tate,	Morgantown, N.C.
Leavenworth, Lawrence and Galveston.....	W. C. Ramson,	Lawrence, Ka.	Western Pacific (Cal.).....	J. R. Watson,	Sacramento, Cal.
Lehigh and Susquehanna.....	W. B. Whitney,	Philadelphia, Pa.	Western Union.....	Robert Wason Jr.,	Milwaukee, Wis.
Lehigh Valley.....	L. Chamberlain,	Philadelphia, Pa.	Wilmington, Columbia and Augusta.....	J. C. Winder,	Wilmington, N.C.
			Wilmington and Weldon.....	W. G. McRea,	Wilmington, N.C.
			Worcester and Nashua.....	O. S. Turner,	Worcester, Mass.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1871.

(Not including City Passenger Railroads.)

STATE OF MAINE.

Corporate Titles of Companies.	Length in Miles— Total. Completed. and Equipm't.	Cost of Road
1. Androscoggin.....	26.50	26.50 } \$866,000
Lewiston Branch.....	5.00	5.00 }
2. Androscoggin Valley (project).....	.....	.....
3. Atlantic and St. Lawrence (N. H. & Vt.).....	79.00	79.00 } 3,311,414
Branch.....	1.50	1.50 }
4. Bangor, Oritown and Milford.....	13.00	13.00 } 332,447
5. Bangor and Piscataquis.....	40.00	40.00 } 1,200,000
6. Belfast and Moosehead Lake.....	34.50	34.50 } 1,350,000
7. Boston and Maine (N. H. & Mass.).....	2.50	2.50 } 72,103
8. Calais and Baring.....	6.00	6.00 } 226,160
Branches.....	5.50	5.50 }
9. European and North American.....	100.00	69.00 } 2,719,000
Orono Branch.....	6.00	6.00 }
10. Houston Branch.....	6.00	6.00 } 150,000
11. Knox and Lincoln.....	46.50	14.00 } 622,000
12. Leeds and Farmington.....	36.50	36.50 } 915,000
13. Lewy's Island.....	16.50	16.50 } 385,000
14. Machiasport.....	7.50	7.50 } 120,000
15. Maine Central.....	137.81	137.81 } 4,322,714
16. Newport and Dexter.....	16.00	16.00 } 450,000
17. Portland and Kennebec.....	63.00	63.00 } 3,000,000
Bath Branch.....	9.50	9.50 }
18. Portland and Ogdensburg.....	48.00	28.00 } 1,000,000
19. Portland and Oxford Central.....	28.00	28.00 } 600,000
20. Portland and Rochester.....	52.00	52.00 } 1,800,000
21. Portland and Rutland (N. H.).....	48.00	.....
22. Portland, Saco and Portsmouth.....	53.50	53.50 } 1,686,063
23. Portsmouth, Great Falls and Conway (N. H.).....	3.50	3.50 } 70,000
24. Somerset.....	34.00	13.00 } 250,000
25. Somerset and Kennebec.....	37.00	37.00 } 800,000
Total.....	972.01	510.31 } \$26,241,901

STATE OF NEW HAMPSHIRE.

1. Ashuelot.....	23.76	23.76 } \$506,000
2. Atlantic and St. Lawrence (Maine & Vt.).....	54.00	54.00 } 2,223,817
3. Boston, Concord and Montreal.....	93.54	93.54 } 2,850,000
4. Boston and Maine (Mass. & Maine.).....	35.00	35.00 } 2,492,301
Great Falls Branch.....	2.75	2.75 }
5. Cheshire (Mass.).....	49.92	49.92 } 2,506,352
6. Concord.....	34.53	34.53 } 1,500,000
Hooksett Branch.....	7.00	7.00 }
7. Concord and Claremont.....	27.16	27.16 } 698,258
8. Contoocook River.....	14.64	14.64 } 257,000
9. Dover and Winnepesaukee.....	28.50	28.50 } 480,000
10. Eastern.....	16.55	16.55 } 525,505
11. Fitchburg (Mason Branch, Mass.).....	9.50	9.50 } 95,000
12. Franklin and Portland (project).....	22.00	.....
13. Manchester and Keene (project).....	38.00	.....
14. Manchester and Lawrence.....	23.28	23.28 } 1,000,000
15. Manchester and North Weare.....	19.43	19.43 } 600,000
16. Monadnock (project).....	20.00	.....
17. Mount Washington.....	2.75	2.75 } 100,000
18. Nashua and Lowell (Mass.).....	5.33	5.33 } 306,507
19. Nashua and Rochester (project).....	33.00	.....
20. New Hampshire Central (project).....	70.00	.....
21. Northern New Hampshire.....	69.16	69.16 } 3,068,400
Bristol Branch.....	13.41	13.41 }
22. Portland and Ogdensburg.....	48.00	28.00 } 840,000
23. Portsmouth and Concord.....	59.00	59.00 } 350,000
24. Portsmouth and Dover (project).....	13.00	.....
25. Portsmouth, Great Falls and Conway (Me.).....	22.50	22.50 } 300,000
26. Sugar River Valley.....	23.00	.....
27. Sullivan.....	24.70	24.70 } 1,622,250
28. Suncook Valley.....	22.82	17.50 } 400,000
29. White Mountains.....	49.00	30.78 } 450,000
30. Wilton.....	15.43	15.43 } 233,000
31. Worcester and Nashua (Mass.).....	6.63	6.63 } 239,545
Total.....	987.29	734.75 } \$23,647,935

STATE OF VERMONT.

1. Atlantic and St. Lawrence (Me. & N. H.).....	16.00	16.00 } \$647,892
2. Connecticut and Passumpsic Rivers.....	110.30	110.30 } 2,082,177
3. Grand Trunk of Canada.....	16.50	16.50 } 1,000,000
4. Harlem Extension (New York).....	64.50	64.50 } 4,655,000
State Line Branch.....	2.00	2.00 }
5. Lamolle Valley Junction (project).....	.....	.....
6. Missisquoi and Clyde River (project).....	.....	.....
7. Montpelier and Wells River.....	40.00	.....
8. Northern Vermont & L. Champlain.....	.....	.....
9. Portland and Ogdensburg (project).....	.....	.....
10. Rensselaer and Saratoga (New York).....	35.00	35.00 } 1,250,000
Rutland Branch.....	7.00	7.00 }
11. Rutland.....	119.60	119.60 } 6,500,000
12. Southern Vermont.....	8.00	8.00 } 200,000

Corporate Titles of Companies.

Length in Miles—
Total. Completed. and Equipm't.

13. Vermont and Canada.....	47.00	47.00 } \$2,500,000
Burlington Branch.....	8.50	8.50 }
St. Armand Branch.....	17.00	17.00 }
14. Vermont Central.....	117.00	117.00 } 10,500,000
Montpelier Branch.....	2.00	2.00 }
15. Vermont and Massachusetts (Mass.).....	10.32	10.32 } 511,639
16. Vermont Valley.....	23.69	23.69 } 1,221,886
17. Woodstock.....	14.00	14.00 } 420,000
Total.....	658.41	618.41 } \$32,488,594

Corporate Titles of Companies.	Length in Miles— Total. Completed. and Equipm't.	Cost of Road
1. Berkshire.....	21.14	21.14 } \$600,000
2. Boston and Albany (New York).....	162.55	162.55 }
Hudson Branch (New York).....	.....	.....
Brookline Branch.....	1.55	1.55 }
Newton Lower Falls Branch.....	1.25	1.25 }
Saxonville Branch.....	3.87	3.87 } 116,638,033
Milford Branch.....	11.97	11.97 }
Framingham Branch.....	2.06	2.06 }
Millbury Branch.....	3.07	3.07 }
Grand Junction R. R.....	8.55	8.55 }
3. Boston, Barre and Gardner.....	25.00	.....
4. Boston, Clinton and Fitchburg.....	41.06	41.06 } 1,343,258
Marlboro' Branch.....	1.81	1.81 }
5. Boston, Hartford and Erie (R. I. & Conn.).....	107.50	97.50 } 9,750,000
6. Boston and Lowell.....	26.75	26.75 } 2,653,300
Woburn Branch.....	1.88	1.88 }
7. Boston and Maine (N. H. & Me.).....	36.75	36.75 } 2,548,007
Medford Branch.....	2.00	2.00 }
Methuen Branch (leased to M. & L.).....	3.75	3.75 }
8. Boston and Providence (R. I.).....	40.50	40.50 } 2,642,327
Branches.....	7.66	7.66 }
9. Cape Cod.....	64.81	64.81 } 1,401,333
Wareham Branch.....	1.04	1.04 }
10. Cheshire (N. H.).....	10.73	10.73 } 501,176
11. Connecticut River.....	50.00	50.00 } 2,043,922
Chicopee Branch.....	3.35	3.35 }
12. Danvers.....	9.20	9.20 } 244,456
13. Dorchester and Milton.....	3.26	3.26 } 136,378
14. Duxbury and Cohasset.....	26.00	.....
15. Eastern.....	44.10	44.10 } 6,582,176
Marblehead Branch.....	3.50	3.50 }
Gloucester Branch.....	16.56	16.56 }
Salisbury Branch.....	3.41	3.41 }
Saugus Branch.....	10.10	10.10 }
Lawrence Branch.....	19.87	19.87 }
16. Easton Branch.....	3.78	3.78 } 55,144
17. Fall River, Warren and Providence (R. I.).....	3.66	3.66 } 209,286
18. Fitchburg.....	51.00	51.00 }
Watertown Branch.....	7.85	7.85 }
Sterling Branch.....	9.00	9.00 }
Marlboro' Branch.....	3.90	3.90 }
Mason Branch.....	12.50	12.50 }
19. Fitchburg and Worcester.....	13.90	13.90 } 333,884
20. Framingham and Lowell.....	21.00	.....
21. Hanover Branch.....	7.88	7.88 } 201,040
22. Hartford and New Haven (Conn.).....	5.87	5.87 } 265,018
23. Horn Pond Branch.....	0.66	0.66 } 15,248
24. Lexington and Arlington.....	6.63	6.63 } 263,708
25. Lowell and Lawrence.....	12.35	12.35 } 363,158
26. Mansfield and Framingham.....	22.50	22.50 } 600,000
27. Massachusetts Central.....	100.00	.....
28. Middleboro' and Taunton.....	8.54	8.54 } 152,839
29. Milford and Woonsocket.....	3.88	3.88 } 116,179
30. Nashua and Lowell (N. H.).....	9.24	9.24 } 471,199
31. New Bedford and Taunton.....	20.13	20.13 } 500,000
Harbor Branch.....	1.46	1.46 }
Fairhaven Branch.....	15.11	15.11 } 234,660
32. Newburyport.....	14.58	14.58 } 597,386
Danvers and Georgetown Line.....	12.39	12.39 }
33. New Haven and Northampton (Ct.).....	32.44	32.44 } 1,104,837
34. New London Northern (Ct.).....	43.75	43.75 } 653,551
35. Norwich and Worcester (Ct.).....	17.40	17.40 } 673,245
36. Old Colony and Newport (R. I.).....	114.25	114.25 } 7,051,190
Branches.....	12.17	12.17 }
37. Pittsfield and North Adams.....	18.65	18.65 } 443,678
38. Providence and Worcester (R. I.).....	25.51	25.51 } 1,213,988
Branch.....	1.00	1.00 }
39. Salem and Lowell.....	16.88	16.88 } 470,556
40. South Reading.....	8.15	8.15 } 299,468
Branch.....	0.22	0.22 }
41. South Shore.....	11.50	11.50 } 501,593
42. Stockbridge and Pittsfield.....	21.93	21.93 } 448,700
43. Stoneham.....	2.38	2.38 } 87,992
44. Stony Brook.....	11.16	11.16 } 267,384
45. Stoughton Branch.....	4.04	4.04 } 113,441
46. Taunton Branch.....	11.10	11.10 }
Taunton River Branch.....	0.68	0.68 }
47. Troy and Greenfield (tunnel).....	42.55	37.50 } 3,750,000
48. Vermont and Massachusetts (Vt.).....	59.00	59.00 } 2,954,304
Greenfield Branch.....	8.00	8.00 }
Turner's Falls Branch (project).....	5.50	.....
49. Ware River.....	46.00	16.00 } 300,000

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't.	Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't.
	Total.	Completed.			Total.	Completed.	
50. West Stockbridge.....	2.75	2.75	\$39,600	32. Glen's Falls.....	5.76	5.76	\$225,000
51. Williamsburg and North Adams.....	38.00	.....	38,000	33. Goshen and Deckertown.....	14.77	14.77	360,000
52. Worcester and Nashua (N. H.).....	39.60	39.60	1,418,355	34. Greenwich and Johnsonville.....	14.00	14.00	280,000
Total.....	1,739.02	1,478.47	\$77,496,930	35. Harlem Extension (Vt.).....	46.00	46.00	2,000,000
STATE OF RHODE ISLAND.				36. Hicksville and Cold Spring.....	4.00	4.00	45,262
1. Boston and Providence (Mass.).....	11.00	11.00	\$717,673	37. Hudson and Boston (owned by B. & A. Co.)..	.....	.....	.....
2. Fall River, Warren and Bristol (Mass.).....	2.13	2.13	121,063	38. Hudson River (consolidated in New York Central and Hudson River).....	.....	.....	.....
3. Hartford, Providence and Fishkill (Ct.).....	26.42	26.42	934,617	39. Ithaca and Courtland (project).....	22.00	.....	26,700
4. New York, Providence and Boston (Ct.).....	45.00	45.00	1,849,310	40. Ithaca and Towanda (project).....	35.00	.....	35,000
5. Old Colony and Newport (Mass.).....	16.25	16.25	808,820	41. Keeseville and Montreal (project).....	6.00	.....	6,000
6. Providence, Warren and Bristol.....	13.60	13.60	484,729	42. Lake Champlain and Moriah.....	7.00	7.00	210,809
7. Providence and Worcester (Mass.).....	17.90	17.90	819,784	43. Lake Ontario Shore (projected).....	142.80	.....	148,800
8. Westerly (Quarry).....	3.50	3.50	70,000	44. Lake Shore & Michigan Southern (Pa., O., Ind., Mich. & Ill.).....	68.34	68.34	6,834,000
Total.....	135.80	135.80	\$4,805,996	45. Lebanon Springs (consolidated in Harlem Extension).....	.....	.....	.....
STATE OF CONNECTICUT.				46. Long Island.....	94.00	94.00	.....
1. Althol and Enfield.....	10.00	.....	\$100,000	Jamaica to East New York.....	6.50	6.50	.....
2. Boston, Hartford and Erie (Mass.).....	26.00	26.00	2,600,000	Hempstead Branch.....	2.50	2.50	5,500,000
3. Connecticut Valley (in progress).....	44.00	.....	440,000	Glen Cove, Roslyn and Mineola.....	6.50	6.50	.....
4. Connecticut Western (in progress).....	65.87	.....	658,700	Northport Branch.....	4.50	4.50	.....
5. Danbury and Norwalk.....	23.80	23.80	574,705	Sag Harbor Branch.....	23.00	23.00	.....
6. Erie and New England (N. Y.) (project).....	23.00	.....	23,000	47. Middleburg and Schoharie.....	3.75	3.75	91,900
7. Fairhaven and Westville.....	6.00	6.00	150,000	48. Middletown, Unionville and Water Gap.....	13.00	13.00	349,361
8. Hartford and New Haven (Mass.).....	56.00	56.00	.....	49. Montgomery and Erie.....	10.26	10.26	288,565
Hartford Branch.....	0.87	0.87	.....	50. Monticello and Port Jervis.....	23.75	23.75	500,000
New Britain and Middletown.....	2.50	2.50	3,142,267	51. Montreal and Plattsburg.....	23.00	23.00	1,000,000
Middletown Branch.....	10.00	10.00	.....	52. Newburg and New York.....	12.50	12.50	500,000
9. Hartford, Providence & Fishkill (R. I.).....	113.50	113.50	5,675,010	53. Newburg and Walkill Valley (progress).....	15.00	.....	15,000
10. Hartford and Wethersfield.....	9.00	9.00	~210,000	54. New York and Albany (project).....	150.00	.....	150,000
11. Housatonic.....	74.00	74.00	2,105,558	55. New York Central and Hudson River.....	297.75	297.75	.....
12. Naugatuck.....	57.00	57.00	1,954,906	Troy and Schenectady.....	21.00	21.00	.....
13. New Canaan.....	8.00	8.00	242,340	Schenectady and Athens.....	37.87	37.87	.....
14. New Haven and Derby.....	13.33	13.33	1,000,000	Syracuse, Auburn and Rochester.....	104.00	104.00	60,000,000
15. New Haven, Middletown and Williamantic.....	52.00	52.00	2,957,380	Batavia and Attica.....	11.00	11.00	.....
Norwich Branch.....	22.00	.....	.....	Rochester and Suspension Br.....	74.75	74.75	.....
16. New Haven and Northampton (Mass.).....	51.44	51.44	2,284,739	Lockport and Tonawanda.....	12.25	12.25	.....
New Hartford Branch.....	14.90	14.90	.....	Rochester and Charlotte.....	6.88	6.88	.....
Tariffville Branch.....	1.25	1.25	.....	Buffalo and Lewiston.....	28.25	28.25	.....
17. New London Northern (Mass.).....	56.25	56.25	832,173	Hudson River (Albany and N. Y.).....	144.00	144.00	.....
18. New York, Housatonic and Northern.....	39.75	5.00	248,917	56. New York and Flushing (consolidated in Flushing and North Side).....	.....	.....	.....
19. New York and New Haven (N. Y.).....	48.11	48.11	6,022,419	57. New York and Harlem.....	130.75	130.75	13,062,500
Branch connection at New Haven.....	3.00	3.00	.....	Port Morris Branch.....	2.12	2.12	.....
20. New York, Providence and Boston (R. I.).....	17.00	17.00	762,991	58. New York, Housatonic & Northern (Conn.).....	39.75	.....	39,750
21. Norwich and Worcester (Mass.).....	42.00	42.00	1,940,449	59. New York and New Haven (Conn.).....	14.14	14.14	1,901,719
Allyn's Point Extension.....	7.00	7.00	.....	60. New York and Oswego Midland.....	240.00	200.00	.....
22. Rockville.....	4.80	4.80	171,858	New Berlin Branch.....	22.00	22.00	6,000,000
23. Shore Line (N. Hav. and N. Lond.).....	50.00	50.00	749,422	Auburn Branch.....	75.00	.....	.....
24. South Manchester.....	6.00	6.00	100,000	Delhi Branch.....	16.00	.....	.....
Total.....	977.87	728.75	\$32,976,834	61. Niagara Bridge and Canandaigua.....	98.46	98.46	1,000,000
STATE OF NEW YORK.				Tonawanda Branch.....	1.63	1.63	.....
1. Adirondack.....	182.00	37.00	\$2,567,663	62. Northern Air Line (project).....	33.60	.....	33,600
2. Albany and Susquehanna.....	142.00	142.00	7,155,162	63. North Shore (L. I.).....	8.00	6.25	300,549
3. Albany, Sharon and Cherry Valley.....	49.50	15.00	300,000	64. North Side (L. I.).....	20.00	.....	20,000
4. Atlantic and Great Western (Penn. & Ohio).....	49.14	49.14	7,127,918	65. Ogdensburg and Lake Champlain.....	118.00	118.00	5,371,900
5. Avon, Genesee and Mount Morris.....	15.50	15.50	217,344	Branches.....	4.00	4.00	.....
6. Black River and St. Lawrence.....	38.00	1.75	57,910	66. Oswego and Rome.....	28.58	28.58	925,999
7. Black River and Woodhull.....	14.00	10.50	250,000	67. Oswego and Syracuse (3 rails).....	36.29	36.29	1,445,987
8. Blossburg and Corning.....	15.64	15.64	582,346	68. Plattsburg and Montreal (M. & P.).....	.....	.....	.....
9. Boston and Albany (Mass.).....	38.10	38.10	2,411,056	69. Rensselaer and Saratoga.....	25.22	25.22	.....
Hudson City Branch.....	17.33	17.33	203,036	Saratoga and Schenectady.....	21.00	21.00	.....
10. Boston, Hartford and Erie (Mass. & Ct.).....	42.00	.....	2,000,000	Albany and Vermont.....	12.00	12.00	6,122,711
11. Buffalo, Bradford and Pittsburg (Pa.).....	9.00	9.00	1,000,000	Saratoga and Whitehall and branch.....	47.52	47.52	.....
12. Buffalo, Corry and Pittsburg (Pa.).....	36.70	36.70	1,219,720	Rutland and Whitehall & branch (in Vt.).....	.....	.....	.....
13. Buffalo and Erie (consolidated into Lake Shore and Michigan Southern).....	.....	.....	.....	Troy, Salem and Rutland (Vt.).....	27.00	27.00	.....
14. Buffalo, New York and Erie.....	142.00	142.00	3,330,000	70. Rensselaerville and Berne (project).....	17.00	.....	17,000
15. Buffalo and Southern (Pa.).....	90.00	.....	90,000	71. Rochester and Genesee Valley.....	18.45	18.45	671,303
16. Buffalo and Washington (Pa.).....	85.00	50.00	1,250,000	72. Rome, Watertown and Ogdensburg.....	141.11	141.11	4,389,292
17. Cayuga and Susquehanna.....	34.61	34.61	589,110	Potsdam Branch.....	24.28	24.28	.....
18. Casenovia and Canastota.....	14.75	14.75	300,000	Cape Vincent Branch.....	24.24	24.24	.....
19. Chemung (3 rails).....	17.36	17.36	400,000	Morristown to Philadelphia (progress).....	.....	.....	.....
20. Clove Branch.....	4.25	4.25	150,000	73. Rondout and Oswego.....	85.00	12.00	693,320
21. Cooperstown and Susq. Valley R. R. Branch.....	16.00	16.00	365,129	74. Schenectady and Utica (project).....	78.00	.....	11,600
22. Dunkirk, Warren and Pittsburg.....	41.00	.....	407,000	75. Schuylerville and Upper Hudson (project).....	16.00	.....	16,000
23. Dutchess and Columbia Counties Branch to Hillsdale.....	58.00	43.00	1,700,000	76. Schoharie Valley.....	4.37	4.37	84,143
24. Elmira, Jefferson and Canandaigua.....	46.54	46.54	500,000	77. Seneca Lake Branch.....	2.10	.....	1,000
25. Elmira and Williamsport (Pa.).....	9.00	9.00	305,198	78. Skaneateles.....	5.00	5.00	121,255
26. Erie Railway (Pa.).....	403.75	403.75	.....	79. Silver Lake (project).....	6.00	.....	1,830
Union (Ramapo).....	0.25	0.25	.....	80. Southern Central.....	99.50	70.00	2,500,000
Newburg Branch.....	19.00	19.00	60,000,000	81. Sodus Point and Southern.....	35.00	.....	35,298
Buffalo Branch.....	60.00	60.00	.....	82. Southfield Branch.....	1.00	1.00	15,291
Suspension Bridge Extension.....	23.00	23.00	.....	83. South Side (L. I.) Branch.....	57.00	57.00	2,500,000
27. Erie and Genesee Valley (project).....	25.00	.....	9,191	84. Spuyten Duyval and Port Morris (project).....	16.00	.....	16,000
28. Erie and New England (Conn.).....	37.00	.....	370,000	85. Staten Island.....	13.00	13.00	359,579
29. Far Rockaway Branch.....	6.00	6.00	75,000	86. Sterling Mountain.....	7.60	7.60	502,468
30. Flushing and North Side.....	11.00	11.00	399,235	87. Syracuse, Binghamton and N. Y.	81.00	81.00	3,550,905
31. Fonda, Johnstown and Gloversville.....	10.00	10.00	279,938	88. Syracuse Northern (project).....	43.00	.....	43,000
				89. Troy and Bennington.....	5.38	5.38	236,953
				90. Troy and Boston.....	34.91	34.91	2,296,743
				91. Troy and Greenbush.....	6.00	6.00	294,908

Corporate Titles of Companies.	Length of Miles. Total. Completed.	Cost of Road and Equip'm't.	Corporate Titles of Companies.	Length of Miles. Total. Completed.	Cost of Road and Equip'm't.
92. Troy Union and Depot.....	2.14 2.14	\$762,238	18. Chester Valley.....	21.50 21.50	\$1,371,900
93. Utica and Black River.....	86.25 44.64	1,531,858	19. Chestnut Hill.....	4.13 4.13	120,650
Trenton Falls Branch.....	2.14 2.14		20. Cleveland and Pittsburg (O.).....	15.00 15.00	904,830
94. Utica, Chenango and Susquehanna Valley..	82.00 56.00	1,586,222	21. Cleveland, Painesville and Ashtabula (consol. in L. & M. S.).....	18.80 18.80	545,099
95. Valley (Goshen to Vernon).....	11.40 11.40	300,000	22. Colebrookdale.....	28.31 0.33	220,000
96. Wallkill Valley.....	20.00 20.00	500,000	23. Columbia and Port Deposit (Md.).....	6.78 6.78	2,278,300
97. Warwick Valley.....	10.16 10.16	199,168	24. Connecting (Phila.).....	.....	.....
98. Waverly and State Line.....	0.25 0.25	24,974	25. Connellsville and Southern (project).....	.....	.....
99. West Shore Hudson River (project).....	93.00 93.00	1,000,000	26. Cumberland Valley (Md.).....	68.00 68.00	1,492,205
100. Whitehall and Plattsburg.....	71.00 20.00	414,129	27. Danville, Hasleton and Wilkesbarre.....	57.00 29.00	1,200,000
	5,453.74 3,892.38	\$234,049,545	Black Creek Branch.....	22.00 22.00	2,938,802
STATE OF NEW JERSEY.			28. Delaware and Hudson Canal Co's. R. R.	32.00 32.00	14,500,000
1. Belvidere Delaware.....	67.00 67.00	\$3,546,852	29. Delaware, Lackawanna and Western.....	113.00 113.00	2,800,000
2. Camden and Amboy.....	61.28 61.28	12,361,557	Keyser's Valley Branch.....	2.80 2.80	284,800
Trenton Branch.....	6.19 6.19		30. East Brandywine and Waynesburg.....	17.50 17.50	391,604
Trenton and Dean's Pond.....	17.00 17.00		31. East Mahanoy.....	7.54 7.54	1,472,599
New Brunswick Line.....	26.11 26.11	2,093,159	32. East Pennsylvania.....	36.00 36.00	122,000
3. Camden and Atlantic.....	60.23 60.23	712,362	33. Ebensburg and Cresson.....	11.00 11.00	2,351,300
4. Camden and Burlington County.....	23.02 23.02	809,380	34. Elmira and Williamsport (N. Y.).....	70.00 70.00	339,816
Burlington County.....	7.13 7.13	10,871,242	35. Enterprise.....	6.50 6.50	5,000,000
5. Cape May and Millville.....	41.35 41.35	200,000	Branches.....	4.90 4.90	3,680,125
6. Central of New Jersey.....	74.00 74.00	375,000	36. Erie Railway (N. Y.).....	42.50 42.50	130,000
Extra (wide) Track.....	57.00 57.00	160,000	37. Erie and Pittsburg.....	83.69 83.69	313,000
7. Deckertown and State Line.....	12.00 12.00	330,192	Erie Harbor Branch.....	3.16 3.16	257,891
8. Flemington.....	12.00 12.00	191,246	38. Fayette County.....	12.66 12.66	1,882,550
9. Freehold and Farmingdale.....	8.00 8.00	280,000	39. Gettysburg.....	17.12 17.12	1,691,538
10. Freehold and Jamesburg Agricultural.....	17.00 17.00	133,000	40. Hanover Branch.....	12.20 12.20	2,202,147
11. Freehold and Squankum (projected).....	4.88 4.88	475,658	41. Harrisburg and Lancaster.....	36.00 36.00	1,000,000
12. Hackensack and New York.....	14.00 14.00	20,000	Columbia Branch.....	18.00 18.00	2,325,576
13. Hackensack Extension.....	5.00 5.00	223,440	42. Hempfield (W. Va.).....	61.00 23.00	308,122
14. Hibernia Mine.....	6.00 6.00	2,880,000	43. Huntingdon and Broad Top Mountain.....	44.00 44.00	750,000
15. Jersey City and Bergen Point.....	0.78 0.78	113,404	Shoup's River Branch.....	9.25 9.25	
16. Lodi Branch (Hackensack).....	19.50 10.00	1,000,000	Six Mile Run Branch.....	4.50 4.50	
17. Long Branch and Sea Shore.....	2.88 2.88	10,759,062	Sandy Run Branch.....	1.00 1.00	
18. Long Dock and Tunnel (Erie).....	6.63 6.63	103,850	44. Ironton.....	11.00 11.00	268,000
19. Midland and Port Jervis (progress).....	47.00 84.00	2,342,306	45. Jamestown and Franklin.....	43.25 43.25	1,765,248
20. Millstone and New Brunswick.....	25.00 25.00	8,312,165	Stonesboro' Branch.....	1.50 1.50	893,324
21. Montclair (progress).....	6.00 6.00	4,500,000	46. Junction (Phila.).....	4.62 4.62	3,870,000
22. Morris and Essex.....	5.00 5.00	527,452	47. Lackawanna and Bloomsburg.....	80.00 80.00	
Boonton Cut-Off.....	25.00 25.00	450,000	Pittston Branch.....	2.00 2.00	
23. Newark and Bloomfield.....	8.00 8.00	800,000	48. Lake Shore and Michigan Southern (O., Mich. Ind. and Ill.).....	44.03 44.03	2,272,345
24. Newark and New York.....	33.86 33.86	630,000	49. Lawrence (part in Ohio).....	8.10 8.10	130,086
25. New Jersey.....	77.75 77.75	1,000,000	50. Lehigh and Lackawanna.....	15.00 15.00	253,406
Long Branch Branch.....	5.00 5.00	350,000	51. Lehigh and Susquehanna.....	105.00 105.00	323,375
Tom's River Branch.....	3.50 3.50	538,692	Nanticoke Branch.....	20.25 20.25	3,814,957
27. New Jersey West Line (progress).....	66.00 30.00	360,000	Nescopee Branch.....	9.00 9.00	90,000
28. Northern New Jersey (Erie).....	21.25 21.25	45,000	Coplay Branch.....	1.00 1.00	998,902
29. Ogden Mine.....	10.00 10.00	214,381	Back Track.....	13.00 13.00	160,500
30. Orange and Newark.....	14.50 14.50	45,006	Mine Roads.....	41.00 41.00	
31. Paterson and Hudson (Erie).....	12.00 12.00	278,328	52. Lehigh Valley.....	101.00 101.00	
32. Paterson and Newark (Erie).....	15.12 15.12	439,694	Black Creek and Mt. Carmel.....	42.62 42.62	
33. Paterson and Ramapo (Erie).....	22.00 22.00	459,644	Penn Haven and Audenried.....	17.56 17.56	
34. Pemberton and Hightstown.....	18.00 18.00	45,257	Penn Haven to Hazleton.....	14.70 14.70	
35. Pemberton and Manchester.....	45.00 45.00	2,059,050	Branches to same.....	6.51 6.51	
36. Pequest and Wallkill.....	6.50 6.50	2,007,783	Hazleton to Milnesville.....	8.93 8.93	
37. Perth Amboy and Woodbridge.....	3.60 3.60	1,134,000	Branches to same.....	8.13 8.13	
38. Rocky Hill.....	16.58 16.58	2,750	53. Little Saw Mill Run.....	3.00 3.00	91,011
39. Salem.....	16.00 16.00	442,059	54. Littlestown.....	7.25 7.25	76,000
40. South Branch.....	36.00 24.00	1,986,570	55. Little Schuylkill.....	28.25 28.25	1,466,283
41. Sussex.....	8.25 8.25	218,473	Branches (Panther and Wabash).....	3.00 3.00	
42. Swedesboro'.....	4.50 4.50	1,134,000	56. Lorberry Creek.....	5.50 5.50	82,050
43. Vincentown.....	18.25 18.25	738,854	Panther Head Branch.....	1.00 1.00	100,000
44. Warren.....	37.36 37.36	3,826,500	57. Locust Gap.....	4.88 4.88	
45. West Jersey.....	22.30 22.30	1,250,000	58. Lykens Valley.....	21.00 21.00	
Millville and Glassboro.....	1,241.30 1,091.80	\$74,525,196	Summit Branch.....	0.50 0.50	
STATE OF PENNSYLVANIA.			59. McCauley Mountain.....	5.25 5.25	
1. Allegheny Valley.....	222.92 132.00	\$9,311,592	60. Mahanoy and Broad Mountain.....	12.74 12.74	
2. Atlantic & Great Western (part in N.Y. & O.)	92.16 92.16	17,277,918	Mt. Carmel Extension.....	4.28 4.28	
Oil City Branch.....	33.20 33.20		Shenandoah Branch.....	4.70 4.70	
3. Bald Eagle Creek.....	51.19 51.19	1,050,000	Mahanoy City Branch.....	5.96 5.96	
Bellefonte Branch.....	2.00 2.00		Raven Run Branch.....	1.65 1.65	
4. Barclay Coal.....	16.00 16.00	1,134,000	Ashland Extension.....	1.35 1.35	
5. Bedford and Bridgeport (project).....	27.50 27.50	2,750	Locust Gap Extension.....	3.54 3.54	
6. Bellefonte and Snow Shoe.....	21.00 21.00	442,059	Coal Ridge Branch.....	3.20 3.20	
Branch.....	1.50 1.50		Waste House Run Branch.....	1.97 1.97	
7. Buffalo, Bradford and Pittsburg (N.Y.).....	18.00 18.00	1,986,570	61. Mahanoy Valley.....	6.85 6.85	130,086
8. Buffalo, Corry and Pittsburg (N.Y.).....	6.50 6.50	218,473	62. Mifflin and Centre Counties.....	12.50 12.50	253,406
9. Buffalo and Erie (consol. in L.S. & M. So.).....	.....	.....	63. Mill Creek and Mine Hill.....	3.78 3.78	
10. Buffalo and Southern (N.Y.).....	35.00 35.00	1,200,000	Extension and Branches.....	8.20 8.20	323,375
11. Buffalo and Washington (N. Y.).....	25.00 25.00	738,854	64. Mine Hill and Schuylkill Haven.....	52.80 52.80	3,814,957
12. Bloss.....	4.00 4.00	1,250,000	Extension and Branches.....	87.20 87.20	
13. Catasauqua and Fogelsville.....	36.00 20.00	3,826,500	65. Monongahela Valley (project).....	90.00 90.00	90,000
Farmington Branch.....	4.00 4.00		66. Mount Carbon.....	6.26 6.26	203,260
14. Catawissa.....	65.00 65.00	1,250,000	Branches.....	6.80 6.80	
Summit Branch.....	2.50 2.50		67. Mount Carbon and Port Carbon.....	4.76 4.76	282,815
15. Chartiers Valley (progress).....	26.00 11.00	900,000	Branches.....	9.26 9.26	130,311
16. Chenango and Allegheny Valley (progress).....	90.00 90.00	344,500	68. Middle Creek (progress).....	50.00 50.00	439,234
17. Chester Creek.....	7.25 7.25		69. Nesquehoning Valley.....	13.00 13.00	424,468
			Branches.....	4.50 4.50	30,000
			70. Newcastle and Beaver Valley.....	14.92 14.92	10,099,325
			71. Newry Branch.....	1.01 1.01	
			72. Northern Central (Md.).....	102.00 102.00	

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Corporate Titles of Companies.	Length in Miles.	Cost of Road
Total. Completed. and Equip'm't.		
73. North Lebanon.....	7.72	7.72
74. North Pennsylvania.....	55.60	55.60
Doylestown Branch.....	10.30	10.30
Shimerville Branch.....	1.80	1.80
75. Oil Creek and Allegheny River.....	95.00	95.00
Cherry Run Branch.....	3.50	3.50
76. Oil Creek and Pithole.....	7.00	7.00
77. Pennsylvania.....	300.90	300.90
Hofstadysburg Branch.....	7.60	7.60
Indiana Branch.....	19.00	19.00
Stevensville Extension.....	1.20	1.20
Delaware Extension.....	5.50	5.50
Tyfone Branch.....	3.10	3.10
78. Pennsylvania and New York Canal R.R.....	105.00	105.00
79. Pennsylvania Canal Coal.....	12.00	12.00
80. Pennsylvania Coal.....	47.00	47.00
Back Track.....	47.00	47.00
Lackawaxen Branch (Brie).....	15.87	15.87
81. Perkiomen.....	36.50	36.50
82. Philadelphia and Baltimore Central (Md.).....	36.00	36.00
83. Phila., Germantown and Norristown.....	17.08	17.08
Germantown Branch.....	3.14	3.14
84. Philadelphia and Erie.....	287.60	287.60
Lewisburg Branch.....	2.00	2.00
85. Philadelphia and New Hope.....	37.50	37.50
86. Philadelphia and Reading.....	93.00	93.00
Richmond Branch.....	6.00	6.00
N. Liberties and Pennypack Br.....	1.40	1.40
Union Branch.....	3.40	3.40
Good Spring Branch.....	20.50	20.50
West Reading Branch.....	1.70	1.70
Lebanon and Pine Grove R. R.....	16.70	16.70
Lebanon Valley R. R.....	54.00	54.00
87. Philadelphia and Trenton.....	26.50	26.50
88. Phila., Wilmington and Balt. (Del. & Md.).....	18.37	18.37
89. Pine Grove and Lebanon.....	6.80	6.80
90. Pittsburg, Cincinnati & St. Louis (W. Va. & O.).....	34.00	34.00
91. Pittsburg and Cornellsville (Md.).....	141.00	60.00
92. Pittsb'g, Ft. Wayne & Chicago (O. Ind. & Ills.).....	49.00	49.00
93. Plymouth (P. G. & N. R. R.).....	6.00	6.00
94. Port Clinton and Tipton (progress).....	1.20	1.20
95. Port Kennedy.....	1.20	1.20
96. Reading and Columbia.....	40.00	40.00
Lancaster Branch.....	8.00	8.00
97. Schuylkill and Sulquehanna.....	54.00	54.00
Branch.....	1.00	1.00
98. Schuylkill Valley.....	11.00	11.00
Branches.....	20.65	20.65
99. Shamokin Valley and Pottsville.....	28.00	28.00
Branches.....	6.00	6.00
100. Shamokin and Treverton.....	6.80	6.80
Carbon Run Branch.....	2.80	2.80
101. South Mountain Iron.....	17.12	17.12
102. Southern Pennsylvania (project).....	209.00	209.00
103. Southwark (P. W. & B. R. R.).....	2.12	2.12
104. Strasburg.....	4.28	4.28
105. Swatara (Cold Spring).....	6.00	6.00
106. Sullivan and Erie.....	29.00	10.00
107. Summit Branch (Lykens Valley).....	36.60	36.60
108. Tioga.....	37.50	37.50
109. Tyrone and Clearfield.....	3.00	3.00
Moshannon Branch.....	1.50	1.50
Madera Branch.....	2.50	2.50
Phillipsburg Branch.....	1.00	1.00
Decatur Branch.....	3.50	3.50
110. Union Canal Co's Railroad.....	2.50	2.50
Branches.....	19.00	19.00
111. Union Coal Company's Railroad.....	11.00	11.00
112. Warren and Pine Grove (progress).....	9.00	9.00
113. Westchester.....	26.50	26.50
114. Westchester and Philadelphia.....	36.10	36.10
115. Western Pennsylvania.....	27.60	27.60
Allegheny Extension.....	21.00	21.00
Freepoint to Butler.....	51.69	51.69
116. Wilmington and Reading (Del.).....	13.00	13.00
117. Wrightsville, York and Gettysburg.....	24.00	24.00
118. Wyoming Gravity (project).....	15.10	15.10
119. Zerbe Valley.....	100.00	700.00
Sundry coal and other roads not specifically accounted for estimated at.....	6,312.96	5,056.06
Total.....		\$296,739,037

STATE OF DELAWARE AND EASTERN MARYLAND.

1. Baltimore and Eastern Shore (project).....	66.50	66.50
2. Delaware (Del.).....	84.50	84.50
Branches (other).....	28.00	28.00
3. Delaware and Pennsylvania (project).....	33.50	33.50
4. Dorchester and Delaware (Del. & Md.).....	38.50	38.50
5. Eastern Shore (Md.).....	40.00	40.00
6. Junction and Breakwater (Del.).....	28.00	28.00
7. Kent County (Del. & Md.).....	4.00	4.00
Chesertown Branch (Md.).....	54.00	54.00
8. Maryland and Delaware (Del. & Md.).....		

Corporate Titles of Companies.	Length in Miles.	Cost of Road
Total. Completed. and Equip'm't.		
9. Newcastle and Frenchtown (Del.).....	6.00	6.00
10. Newcastle and Wilmington (Del.).....	5.50	5.50
11. Phila., Wilmington and Balt. (Pa. & Md.).....	23.09	23.09
12. Pocomoke and Wicomico (Md.).....	23.00	23.00
13. Queen Anne and Kent (Md.).....	30.00	10.00
14. Queenstown and Harrington (D. & M.).....	28.00	28.00
15. Wilmington and Reading (Pa.).....	12.05	12.05
16. Worcester (Md.).....	14.00	14.00
Total.....	518.64	390.14

STATE OF MARYLAND (Other than above.)

1. Annapolis and Elkridge.....	20.50	20.50
2. Baltimore and Ohio (W. Va.).....	139.00	139.00
Branches and extensions.....	8.20	8.20
Washington Line.....	30.00	30.00
Metropolitan Branch.....	28.00	28.00
3. Baltimore and Pikesville (project).....	9.50	9.50
4. Baltimore and Potomac (progress).....	72.00	72.00
Washington Branch.....	15.75	15.75
5. Baltimore and Swann Lake (project).....	7.00	7.00
6. Columbia and Port Deposit (Pa.).....	10.87	4.77
7. Cumberland Coal and Iron and Branches.....	11.97	11.97
Astor Mine Branch.....	2.23	2.23
8. Cumberland and Pennsylvania.....	34.00	34.00
Branches &c.....	19.00	19.00
9. Cumberland Valley (Pa.).....	13.00	6.00
10. Emmittsburg (progress).....	11.00	11.00
11. Frederick & Pennsylvania Line (progress).....	24.00	24.00
12. Maryland Central (surveyed).....	11.50	11.50
13. Mount Savage (iron).....	4.00	4.00
14. Northern Central (Pa.).....	36.00	36.00
Canton Extension.....	4.00	4.00
15. Oakington Branch (P. W. & B.).....	2.52	2.52
16. Philadelphia and Baltimore Central (Pa.).....	10.00	10.00
17. Philadelphia, Wilm. and Balt. (Del. & Pa.).....	54.49	54.49
Port Deposit Branch.....	3.81	3.81
18. Pittsburg and Connellsville (Pa.).....	8.00	8.00
19. Southern Maryland (project).....	78.00	78.00
20. Union (project) Baltimore.....	4.50	4.50
21. Washington County.....	24.00	24.00
22. Western Maryland.....	121.00	53.00
23. Worthington Valley.....	22.50	22.50
Total.....	840.34	495.49

STATE OF WEST VIRGINIA.

1. Baltimore and Ohio (Md.).....	241.00	241.00
2. Chesapeake and Ohio (Va.).....	212.06	10.00
3. Hempfield (Pa.).....	9.00	9.00
4. Iron Valley (B. & O. R. R.).....	3.25	3.25
5. Parkersburg Branch (N. W. Va. R. R.).....	103.50	103.50
6. Pittsburg, Cin. and St. Louis (Pa. & O.).....	8.00	8.00
7. West Virginia Central (project).....	135.00	135.00
Total.....	711.75	374.75

STATE OF VIRGINIA.

1. Alexandria and Fredericksburg (Potomac).....	40.00	40.00
2. Alexandria and Georgetown (via Aqueduct).....	4.00	4.00
3. Alexandria, Georgetown and Washington.....	7.00	7.00
4. Alexandria, Loudoun and Hampshire (name changed to Washington and Ohio).....		
5. Atlantic, Mississippi and Ohio, viz:		
Norfolk and Petersburg.....	81.00	81.00
South Side.....	123.00	123.00
City Point Branch.....	10.00	10.00
Virginia and Tennessee.....	204.24	204.24
Salt Works Branch.....	9.42	9.42
Other Branches.....	1.20	1.20
Virginia and Kentucky.....	95.00	95.00
6. Blue Ridge (State Road).....	16.81	16.81
7. Chesapeake and Ohio (Virginia Central).....	347.00	212.63
8. Clover Hill.....	21.50	21.50
9. Fredericksburg and Gordonsville.....	62.00	62.00
10. Georgetown and Leesburg (project).....		
11. Lynchburg and Danville (project).....	80.00	80.00
12. Norfolk and Great Western (project).....	100.00	100.00
13. Norfolk and Petersburg (Atl., Miss. & O.).....		
14. Orange, Alexandria and Manassas Gap, viz:		
Alexandria to Gordonsville.....	83.30	83.30
Charlottesville to Lynchburg.....	59.50	59.50
Manassas Junction to Harrisonburg.....	112.00	112.00
Warrenton Branch.....	8.90	8.90
Front Royal Branch.....	1.00	1.00
15. Petersburg (N. Car.).....	52.50	52.50
Gaston Branch (N. Car.).....	12.30	12.30
16. Richmond and Danville (N. Car.).....	135.50	135.50
Midlothian Branch.....	1.14	1.14
Manchester Branch.....	1.56	1.56
17. Richmond, Fredericksburg and Potomac.....	75.50	75.50
Springfield Branch.....	3.50	3.50
Brook's Station to Quantico.....	10.00	10.00

Corporate Titles of Companies.	Length in Miles.	Cost of Road.
Total.	Completed.	and Equipm't.
18. Richmond and Petersburg	22.14	22.14 } \$978,212
Port Walthall Branch	2.75	2.75 }
19. Richmond and York River	59.30	38.30 } 1,250,000
20. Roanoke Valley (N. Car.)	6.00	6.00 } 175,494
21. Saltville and Coal Mine (project)	17.00	
22. Seaboard and Roanoke (N. Car.)	53.25	53.25 } 1,429,716
23. South Side (Atl. Miss. and Ohio)		
24. Virginia and Kentucky (Atl. Miss. & O.)		
25. Virginia and Tennessee (Atl. Miss. & O.)		
26. Virginia Valley (project)	113.00	
27. Washington and Ohio (Alex., Lond. & Hamp.)	170.00	59.00 } 2,500,000
28. Winchester and Potomac (B. & Ohio)	32.00	32.00 } 600,000
29. Winchester and Strasburg	19.00	19.00 } 500,000
Total	2,253.31	1,465.96 } \$53,396,858

STATE OF NORTH CAROLINA.

1. Air Line, or Atlanta & Richmond (progress)	22.00		\$220,000
2. Atlantic and North Carolina	94.92	94.92	2,178,960
3. Charlotte, Columbia and Augusta (S. Car.)	6.00	6.00	145,296
4. Chatham	46.00	30.00	2,500,000
5. French Broad (progress)	80.00	30.00	1,000,000
6. North Carolina	223.00	223.00	4,948,746
7. Petersburg, (Va.)	8.50	8.50	326,407
Gaston Branch (Va.)	9.00	9.00	
8. Piedmont	48.50	48.50	2,000,000
9. Raleigh and Gaston	97.00	97.00	2,000,000
10. Richmond and Danville (Va.)	5.00	5.00	251,050
11. Roanoke Valley, (Va.)	37.00	14.00	321,719
12. Seaboard and Roanoke (Va.)	26.75	26.75	579,211
13. Western (Coal)	43.00	43.00	1,213,429
14. Western North Carolina	142.00	142.00	3,500,000
Branches to Newton and Lime Bed	8.00	8.00	
Western Division	131.00		2,500,000
15. Wilmington, Charlotte and Rutherford	123.00	123.00	3,600,000
Western Division	151.00	25.00	
16. Wilmington and Manchester (S. Car.)	63.50	63.50	1,522,712
17. Wilmington and Weldon	162.00	162.00	3,076,968
Tarboro' Branch	19.00	19.00	
18. Williamston and Tarboro' (progress)	28.00		280,000
Total	1,574.17	1,178.17	\$32,164,298

STATE OF SOUTH CAROLINA.

1. Air Line, or Atlanta & Richmond (progress)	160.00		\$1,600,000
2. Blue Ridge Branch	53.50	43.00	4,000,000
3. Charlotte, Columbia and Augusta (N. Car.)	188.60	188.60	4,576,779
4. Cheraw and Darlington	40.30	40.30	800,000
5. Cheraw and Salisbury (project)	63.00		63,000
6. Columbia & Augusta (consol. in C. C. & A.)	143.25	143.25	3,081,213
7. Greenville and Columbia	11.50	11.50	
Abbeville Branch	9.50	9.50	
Anderson Branch	22.50	22.50	249,000
8. King's Mountain	32.00	32.00	640,000
9. Laurens	102.00	102.00	2,148,130
10. North Eastern	110.00	46.00	1,250,000
11. Port Royal (progress)	88.52	88.52	1,897,672
12. Savannah and Charleston (Ga.)	137.00	137.00	8,920,601
13. South Carolina	68.00	68.00	1,340,882
Columbia Branch	38.00	38.00	
Camden Branch	68.00	68.00	2,291,311
14. Spartanburg and Union	99.00	99.00	
15. Wilmington and Manchester (N. Car.)			
Total	1,438.17	1,138.67	\$32,863,588

STATE OF GEORGIA.

1. Atlanta and West Point	86.74	86.74	\$1,200,235
2. Atlantic and Gulf	237.00	237.00	5,380,963
Florida Branch (Fla.)	29.00	29.00	
3. Augusta and Savannah	53.00	53.00	1,032,200
4. Barnesville and Thomaston	16.00	16.00	200,000
5. Brunswick and Albany	235.00	60.00	1,200,000
6. Central of Georgia	192.00	192.00	4,703,877
7. East Tennessee, Virginia & Georgia (Tenn.)	14.08	14.08	352,729
8. Etowah	8.87	8.87	175,000
9. Georgia	171.00	171.00	4,156,000
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
10. Georgia Air Line (Atlanta and Richmond)	120.00	40.00	2,000,900
11. Macon and Augusta	62.00	57.00	2,500,000
12. Macon and Brunswick	185.00	185.00	4,500,000
Hawkinsville Branch	10.00	10.00	
13. Macon and Western	102.50	102.50	2,000,000
14. Milledgeville and Eatonton	38.31	38.31	766,200
15. North Eastern (Athens to Clayton)	88.00		
16. Rome and Kingston	20.00	20.00	235,235
17. Savannah, Griffin & North Alabama (Ala.)	67.00	34.00	1,000,000
18. Savannah and Charleston (S. Car.)	15.00	15.00	382,967
19. Savannah, Skidaway and Seaboard (progress)	8.50	8.50	200,000
20. Selma, Rome and Dalton (Ala.)	55.00	55.00	2,000,000
21. South Georgia and Florida	57.00	57.00	1,250,000

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't
	Total.	Completed.	
22. Southwestern	143.00	143.00	
Fort Valley to Columbus	71.00	71.00	
Smithville to Albany	23.50	23.50	\$4,587,313
Cuthbert to Fort Gaines	20.00	20.00	
23. Western and Atlantic (Tenn.)	124.20	124.20	4,500,000
Total	2,313.70	1,932.70	\$44,322,919

STATE OF FLORIDA.

1. Atlantic and Gulf (Ga.)	20.00	20.00	\$461,919
2. Florida (Fernandina to Cedar Keys)	154.00	154.00	3,000,000
3. Florida and Alabama	45.20	45.20	1,200,000
4. Florida, Atlantic and Gulf Central	60.00	60.00	2,000,000
5. Jackson, Pensacola and Mobile (progress)	248.00	25.00	6,000,000
6. Pensacola and Georgia (Tallahassee)	130.00	130.00	
Monticello Branch	4.00	4.00	
Tallahassee Branch	21.00	21.00	4,500,000
7. Perdido and Junction	6.00	6.00	120,000
Total	607.20	440.20	\$11,781,919

STATE OF ALABAMA.

1. Alabama & Chattanooga (Miss.)	280.00	200.00	\$9,000,000
2. Alabama and Florida Union (project)		32.00	1,000,000
3. Marion and Cabawba	32.00		
4. Memphis, Holly Springs and Selma (Miss.)	146.80	146.80	
5. Memphis and Charleston (Tenn. & Miss.)	6.00	6.00	4,584,371
Florence Branch	2.00	2.00	
Tusculum Branch			
6. Memphis and Savannah (project)	78.00	16.00	350,000
7. Miss. Gainesville and Tuscaloosa (Miss.)	228.00	83.50	1,729,402
8. Mobile and Girard	186.00	164.00	4,234,889
9. Mobile and Montgomery	63.00	63.00	1,614,941
10. Mobile and Ohio (Miss., Tenn. and Ky.)	80.00	40.00	1,198,930
11. Montgomery and Eufala	88.50	88.50	2,906,870
12. Montgomery and West Point	28.40	28.40	
Opelika Branch	26.00	26.00	823,074
13. Nashville and Decatur (Tenn.)	27.00	27.00	866,064
14. Nashville and Chattanooga (Tenn.)	30.00	30.00	1,200,000
15. New Orleans, Mobile & Chattanooga (M. & I.)	11.50	11.50	250,000
16. North Western	46.00		
17. Savannah, Griffin & North Alabama (Ga.)	100.00	40.00	2,000,000
18. Selma and Gulf	81.30	81.30	2,163,564
19. Selma and Meridian	176.00	176.00	7,500,000
20. Selma, Rome and Dalton (Ga.)	120.00		120,000
21. South Alabama (Columbia to Pollard)	183.00	92.00	3,000,000
22. South and North Alabama	36.50		36,500
23. Tennessee and Coosa Rivers (project)	44.00	44.00	2,000,000
24. Western (Montgomery to Selma)	20.00		20,000
25. Winchester and Huntsville (project)			
Total	2,120.00	1,396.00	\$46,598,605

STATE OF MISSISSIPPI.

1. Alabama and Chattanooga	20.00	20.00	\$600,000
Meridian to New Orleans (La.)	140.00		1,400,000
2. Grand Gulf and Port Gibson	8.00	8.00	200,000
3. Memphis and Charleston (Tenn. & Ala.)	38.50	38.50	1,155,782
4. Memphis, Holly Springs & Selma (Ala.)	188.60	188.60	6,053,114
5. Mississippi Central (Tenn.)	89.20	89.20	1,924,163
6. Mississippi and Tennessee (Tenn.)	6.00	6.00	135,000
7. Mississippi, Gainesville & Tuscaloosa (Ala.)	270.00	270.00	11,808,741
8. Mobile and Ohio (Ky., Tenn. & Ala.)	14.50	14.50	
Columbus Branch	117.00	117.00	4,631,245
9. N. Orleans, Jackson & Gt. Northern (La.)	70.00	70.00	2,800,000
10. New Orleans, Mobile & Chattanooga (A. & La.)	7.00	7.00	100,000
11. Raymond Branch	140.00	140.00	3,020,794
12. Vicksburg and Meridian	9.00	9.00	180,000
13. West Feliciana (La.)			
Total	1,117.80	977.80	\$33,208,839

STATE OF LOUISIANA.

1. Alabama and Chattanooga (Miss.)	60.00		\$600,000
2. Baton Rouge, Gros-Tete and Opelousas	28.00	28.00	560,000
3. Berwick's Bay and Texas (project)	140.00		140,000
4. Clinton and Port Hudson	22.00	22.00	460,000
5. Mexican Gulf	27.00	27.00	665,000
6. Milburg and Lake Pontchartrain	6.00	6.00	220,000
7. New Orleans and Carrollton	6.50	6.50	655,000
Branches	9.00	9.00	
8. New Orleans, Jackson & Gt. Northern (Miss.)	89.00	89.00	3,422,796
9. N. O. Opelousas & Great Western (Morgan's)	80.20	80.20	6,280,000
Lapruche Branch	2.80	2.80	
10. N. O. Mobile and Chattanooga (Miss. & Ala.)	40.00	40.00	1,600,000
Louisiana Division	226.00	60.00	1,800,000
11. North Louisiana and Texas	190.00	90.00	2,700,000
12. West Feliciana (Miss.)	18.00	18.00	360,000
Total	944.50	478.50	\$19,523,798

STATE OF TEXAS.

1. Buffalo Bayou, Brans and Colorado	200.00	85.50	\$2,500,000
2. Columbus and San Antonio (project)	100.00		

Corporate Titles of Companies.	Length of Miles.	Cost of Road and Equip'm't.
Total.	Completed.	
3. Eastern Texas.....	400.00	31.00
4. Galveston, Houston and Henderson.....	50.25	50.25
Connecting Branch at Houston.....	1.75	1.75
5. Houston and New Orleans.....	108.00	108.00
6. Houston Tap and Brazoria.....	80.00	80.00
7. Houston and Texas Central.....	356.00	182.00
Austin Branch.....	110.00	38.00
8. Indianola (progress).....	16.00	.....
9. Memphis, El Paso and Pacific (project).....	800.00	80.000
10. N. O., Mobile & Chattanooga (La. Miss. & Ala.).....	109.00	1,090,000
11. Sabine and Rio Grande (project).....	800.00	80.000
12. San Antonio and Mexican Gulf.....	135.00	28.00
13. Southern Pacific.....	900.00	56.00
14. Texas Transportation.....	5.50	5.50
Total.....	4,071.50	665.50

STATE OF ARKANSAS.

1. Arkansas Midland (Helena to Little Rock).....	98.00	.....	\$98,000
2. Arkansas Western (Van Buren to Mo. Line).....	102.00	.....	.....
3. Cairo and Fulton.....	301.00	20.00	600,000
4. Little Rock and Fort Smith.....	155.00	80.00	2,500,000
5. Little Rock, Pine Bluff and New Orleans.....	112.00	20.00	1,000,000
6. Memphis and Little Rock.....	131.00	131.00	4,000,000
7. Mississippi, Ouachita and Red River.....	155.00	20.00	600,000
Total.....	1,054.00	286.00	\$8,798,000

STATE OF TENNESSEE.

1. Cincinnati, Cumberland Gap and Charleston.....	94.00	40.00	\$1,500,000
2. East Tennessee, Virginia and Georgia (Ga.).....	228.00	228.00	8,642,430
Chattanooga Branch.....	28.00	28.00	400,000
3. East Tennessee and North Carolina (progress).....	26.00	48.00	1,394,053
4. Edgefield and Kentucky.....	48.00	16.00	1,000,000
5. Knoxville and Charleston.....	53.00	31.00	2,300,000
6. Knoxville and Kentucky.....	65.00	45.00	1,675,000
7. Louisville and Nashville (Ky.).....	45.00	86.56	3,076,800
8. Memphis & Charleston (Miss. & Ala.).....	86.56	16.00	3,037,069
Somerville Branch.....	16.00	130.60	3,880,692
9. Memphis, Clarksville and Louisville.....	82.50	34.20	825,000
10. Memphis and Ohio.....	130.60	10.00	250,000
11. McMinnville and Manchester.....	34.20	47.40	1,521,542
12. Mineral Home.....	10.00	.....	1,000,000
13. Mississippi Central (Miss.).....	47.40	10.00	272,866
14. Mississippi River (Memphis to Cairo).....	110.00	118.50	4,981,579
Branch to Troy.....	6.00	124.00	4,082,892
15. Mississippi and Tennessee (Miss.).....	10.00	8.00	200,000
16. Mobile and Ohio (Ky. Miss. & Ala.).....	118.50	11.00	230,000
17. Nashville and Chattanooga (Ala.).....	124.00	14.00	3,437,394
Shelbyville Branch.....	8.00	167.40	4,495,178
Tracy City Branch.....	11.00	15.50	376,250
Jasper Branch.....	14.00	30.00	1,200,000
18. Nashville and Decatur (Ala.).....	94.00	13.80	500,000
Mount Pleasant Branch.....	12.50	38.12	1,250,000
19. Nashville and Northwestern (Ky.).....	167.40	.....	.....
20. Rogersville and Jefferson.....	15.50	.....	.....
21. Southwestern (project).....	102.00	.....	.....
22. Tennessee and Pacific (project).....	177.00	.....	.....
23. Western and Atlantic (Ga.).....	13.80	.....	.....
24. Winchester and Alabama.....	38.12	.....	.....
Total.....	2,016.08	1,490.08	\$51,528,745

STATE OF KENTUCKY.

1. Breckenridge Coal.....	8.50	8.50	\$370,000
2. Cincinnati Southern (project).....	.....	.....	.....
3. Covington and Big Sandy (project).....	120.00	.....	.....
4. Eastern Kentucky.....	12.00	12.00	350,000
Branch to Mines.....	5.50	5.50	2,000,000
5. Elizabethtown and Paducah (project).....	185.00	43.00	4,000,000
6. Evansville, Henderson and Nashville.....	110.00	80.00	4,500,000
7. Kentucky Central (Cov. and Lex.).....	80.00	18.80	350,000
Maysville and Lexington.....	19.80	12.00	756,500
8. Lexington and Big Sandy.....	12.00	0.75	2,186,910
Coalton Branch.....	0.75	77.60	4,633,441
9. Lexington and Southern Kentucky.....	35.00	93.50	.....
10. Louisville, Cincinnati and Lexington.....	93.50	77.60	.....
Cincinnati Branch.....	77.60	140.00	13,859,794
11. Louisville, Harrodsburg and Virginia (project).....	.....	17.30	.....
12. Louisville and Nashville (Tenn.).....	140.00	37.30	.....
Bardstown Branch.....	17.30	46.00	.....
Lebanon Branch.....	37.30	62.16	.....
Memphis Branch.....	46.00	33.46	.....
Lebanon Branch Extension.....	135.00	70.20	.....
Richmond Branch.....	33.46	41.00	.....
13. Maysville and Lexington (north part).....	70.20	20.50	850,893
14. Mississippi River (Tenn.).....	41.00	7.50	210,911
15. Mobile and Ohio (Tenn., Miss. & Ala.).....	20.50	63.50	1,472,250
16. Nashville and Northwestern (Tenn.).....	7.50	5.00	100,000
17. Paducah and Gulf.....	63.50	.....	.....
18. Portland and Louisville.....	5.00	.....	.....
Total.....	1,375.41	907.37	\$35,640,699

Corporate Titles of Companies.	Length in Miles.	Cost of Road and Equip'm't.
Total.	Completed.	
STATE OF OHIO.		
1. Atlantic and Great Western (Penn. & N. Y.).....	246.02	246.02
Silver Creek Branch	4.98	4.98
Cleveland Branch (wide track).....	48.92	48.92
2. Carrollton and Oneida.....	12.00	12.00
3. Central Ohio (Balt. & Ohio).....	104.08	104.08
Newark to Columbus ($\frac{1}{2}$ of 33 m.).....	16.50	16.50
4. Cincinnati and Baltimore (M. & C. R.R.).....	25.00	7.00
5. Cincinnati, Hamilton and Dayton.....	60.13	60.13
Atlantic and Great Western track.....	60.13	60.13
6. Cincinnati and Indiana.....	20.50	20.50
Harrison Branch	6.70	6.70
7. Cin. and Indianapolis Junction (Ind.).....	20.00	20.00
8. Cincinnati, Richmond and Chicago (Ind.)..	36.00	36.00
9. Cincinnati, Sandusky and Cleveland.....	155.00	155.00
Findlay Branch	16.00	16.00
10. Cincinnati and Zanesville.....	162.83	132.13
11. Cleveland, Columbus, Cin. & Indianapolis (Ind.)	256.98	256.98
Springfield Branch	49.89	49.89
12. Cleveland and Pittsburg.....	101.00	101.00
Tuscarawas Extension	32.00	32.00
Hanover Branch	1.50	1.50
Beaver Extension (Pa.).....	7.00	7.00
Wheeling Extension	47.00	47.00
13. Cleveland, Mount Vernon and Delaware.....	132.50	78.00
14. Cel. Chicago & Indianapolis Central (Ill.).....	117.40	117.40
Union City Branch	19.50	19.50
15. Columbus and Hocking Valley.....	75.28	75.28
16. Columbus, Springfield and Cincinnati.....	20.00	20.00
17. Columbus and Xenia.....	54.69	54.69
18. Dayton and Michigan.....	141.37	141.37
19. Dayton and Union.....	31.81	31.81
20. Dayton and Western.....	36.00	36.00
21. Dayton, Xenia and Belpre (L. Miami).....	15.26	15.26
22. Dayton and Cincinnati Short Line.....	60.00	.....
23. Iron	24.00	13.00
24. Lake Erie and Louisville.....	175.00	37.00
25. Lake Shore & Mich. South. (N.Y., P. I.M. & Ill.)	194.91	194.91
Sandusky Branch	34.93	34.93
Graytown Branch	8.93	8.93
Air Line (Ind.).....	65.40	65.40
Detroit Line (Mich.).....	7.70	7.70
26. Lawrence (Penn.).....	9.30	9.30
27. Little Miami.....	84.19	84.19
28. Mahoning (Clev. & Mahoning).....	67.81	67.81
Hubbard Branch	12.37	12.37
29. Marietta and Cincinnati.....	190.80	190.80
Hillsboro Branch.....	21.00	21.00
Union Branch.....	9.00	9.00
Portsmouth Branch.....	56.00	56.00
30. Newark, Somerset and Straitsville (progress).....	42.00	.....
31. Niles and New Lisbon.....	53.00	13.00
32. Ohio and Mississippi (Ind. and Ill.).....	19.53	19.53
33. Pittsburg, Cincinnati and St. Louis.....	117.40	117.40
Cadiz Branch	7.50	7.50
Newark to Columbus ($\frac{1}{2}$ of 33 m.).....	16.50	16.50
34. Pittsburg, Ft. Wayne & Chicago (P. I. & I.)	251.30	251.30
35. Pittsb'g, Maysville & Cincinnati (suspended).....	225.00	.....
36. Sandusky, Mansfield and Newark.....	116.25	116.25
37. Springfield, Mt. Vernon and Pittsburg.....	135.50	65.00
Clinton to Massillon.....	13.00	13.00
38. Toledo, Wabash and Western (Ind & Ill.).....	75.50	75.50
Roads not included above, being allowance for roads in progress or recently completed.....	600.00	200.00
Total	4,800.97	3,638.09
		\$192,538,214

STATE OF MICHIGAN.

1. Bay City and East Saginaw (F. & P. M.).....	13.00	13.00	\$262,726
2. Bay de Noquet and Marquette.....	130.00	45.00	1,991,776
3. Canada and Chicago (project).....	85.00	.....	.....
4. Chicago, Detroit and Canada Grand Junction.....	59.00	59.00	2,500,000
5. Chicago and Michigan Lake Shore.....	96.00	96.00	2,500,000
Holland to Grand Rapids.....	26.00	.....	.....
6. Detroit, Adrian and Logansport (project).....	91.00	.....	.....
7. Detroit, Howell and Lansing (progress).....	84.50	.....	400,000
8. Detroit and Milwaukee (G. W. of Can.).....	169.00	189.00	11,467,220
9. Flint and Pere Marquette.....	189.50	100.00	3,500,000
10. Fort Wayne, Jackson & Saginaw (Ind.).....	45.00	45.00	1,350,000
11. Grand Rapids and Indiana (Ind.).....	270.00	150.00	5,000,000
12. Grand Rapids and Lake Shore.....	100.00	30.00	750,000
13. Grand River Valley.....	94.00	94.00	3,000,000
14. Holly, Wayne and Monroe (progress).....	64.00	.....	640,000
15. Ionia and Lansing.....	37.00	37.00	1,250,000
16. Kalamazoo, Allegan & Grand Rapids (L. Sh.).....	58.00	58.00	1,600,000
17. Kalamazoo and South Haven.....	40.00	40.00	1,200,000
18. Jonesville, Marshall & Grand River (project).....	105.00	.....	.....
19. Lake Shore & Mich. South. (N.Y. Pa. O.I. & I.).....	115.06	115.06	.....
Adrian to Monroe.....	33.60	33.60	.....
Palmyra to Jackson.....	44.40	44.40	12,197,318
Constantine Branch.....	4.18	4.18	.....
Detroit, Monroe and Toledo (Ohio).....	51.82	51.82	.....
20. Mansfield, Cold Water & Lake Mich. (project).....	102.00	.....	.....
21. Marshall and Cold Water (project).....	22.00	.....	.....

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't.
	Total.	Completed.	
22. Michigan Air Line (Detroit to Jackson).....	110.00	20.00	\$500,000
Jackson to Niles (leased to M. Central).....	100.00	100.00	3,500,000
23. Michigan Central (Ind. and Ill.).....	221.00	221.00	12,656,679
24. Northern Central (Lansing to Ohio Line)....	90.00	.....	400,000
25. Paw-Paw (P. P. to Lawler).....	4.00	4.00	90,400
26. Peninsula (Chic. & N. W. R. R.).....	67.90	67.90	4,881,629
Branches and Extensions.....	5.90	5.90	.....
27. Peninsular of Michigan.....	108.00	45.50	2,500,000
28. Port Huron and Chicago Air Line.....	112.50	30.00	1,000,000
29. St. Joseph Valley (L. Shore).....	34.00	34.00	680,000
Total.....	2,992.36	1,733.36	\$75,817,748

STATE OF INDIANA.

1. Chicago, Cincinnati and Louisville.....	73.00	73.00	\$2,500,000
2. Chicago, Valparaiso and Southern (project)...	23.00	.....	.....
3. Cincinnati & Indianapolis Junction (Ohio)....	78.00	78.00	4,835,718
Louisville Branch (1/2 of 25 miles).....	12.50	12.50	.....
4. Cincinnati and Martinsville (J. C. & Laf.)...	40.00	40.00	800,000
5. Cincinnati, Richmond and Chicago (Ohio)....	6.00	6.00	133,474
6. Cleveland, Columbus, Cincinnati & Ind. (O.)	84.00	84.00	2,564,369
7. Columbus, Chicago & Indianapolis Cent. (O.)	211.50	211.50	25,358,322
Indianapolis Line.....	72.50	72.50	.....
Logansport and State Line.....	169.50	169.50	.....
Louisville Branch (1/2 of 24 miles).....	12.50	12.50	.....
8. Columbus and Shelbyville.....	24.00	24.00	480,000
Detroit, Eel River and Chicago (progress)....	90.00	.....	900,000
9. Evansville and Crawfordsville.....	109.00	109.00	2,771,698
Rockville Extension.....	23.00	23.00	.....
10. Evansville and Indianapolis (project).....	90.00	.....	.....
11. Evansville and Southern Illinois (progress)...	32.00	.....	320,000
12. Evansville, Terre Haute & Chicago (progress)	32.00	.....	1,500,000
13. Fort Wayne, Jackson and Saginaw (Mich.)...	50.00	50.00	2,900,000
14. Fort Wayne, Muncie and Cincinnati.....	109.00	109.00	.....
15. Fort Wayne and Pacific (project).....	120.00	.....	1,500,000
16. Grand Rapids and Indiana (Michigan).....	50.00	50.00	740,000
17. Indiana and Illinois Central (Ill.) in progress	74.00	74.00	2,750,000
18. Indiana, North and South (project).....	78.00	78.00	8,000,000
19. Indianapolis, Bloomington & Western (Ill.)...	159.50	159.50	136,000
20. Indianapolis, Cincinnati and Lafayette.....	75.00	75.00	2,500,000
21. Indianapolis, La Porte & Mich. City (progress)	13.60	.....	4,600,000
22. Indianapolis, Peru and Chicago.....	26.00	116.00	6,027,342
23. Indianapolis, Peru and Silver Lake (project)...	26.00	.....	.....
24. Indianapolis and Vincennes.....	116.00	116.00	.....
25. Jeffersonville, Madison and Indianapolis.....	108.00	108.00	.....
Madison Division.....	46.00	46.00	.....
Jeffersonville-Madison Junction.....	6.00	6.00	.....
26. Joliet and Indiana (Ill.).....	15.00	15.00	433,334
27. Knightstown and Shelbyville.....	27.00	27.00	540,000
28. Lafayette, Muncie and Bloomington (project)	115.00	101.00	7,322,519
29. Lake Shore & Mich. South (N.Y. Pa. O. M. & Ill.)	101.00	66.70	10,000,000
Goshen Air Line (Ohio).....	66.70	10.00	300,000
30. Louisville, New Albany and Chicago.....	269.00	51.00	2,920,770
31. Louisville, New Albany and St. Louis.....	109.00	.....	.....
32. Michigan Central, (Mich. & Ill.).....	51.00	173.00	16,000,000
33. New Albany and St. Louis Air-Line (project)...	.....	53.00	820,000
34. Ohio and Mississippi (Ohio & Ill.).....	173.00	82.00	8,719,551
Louisville Branch.....	53.00	.....	.....
35. Peninsular (Mich.) in progress.....	92.00	.....	.....
36. Pitts., Ft. Wayne and Chicago (Pa., O. & Ill.)	151.00	65.00	.....
37. Plymouth, Kankakee and Pacific (project)...	65.00	6.00	78,571
38. Richmond and Miami (Dayton and Western)...	6.00	20.00	320,000
39. Shelby and Rush.....	20.00	73.00	2,215,996
40. Terre Haute and Indianapolis.....	73.00	11.00	7,219,522
Coal Branches.....	11.00	5.00	350,000
41. Toledo, Wabash and Western.....	166.90	72.00	2,500,000
42. Union Trunk (Indianapolis).....	5.00	.....	.....
43. White Water Valley.....	72.00	1000.00	5,000,000
Roads not accounted for, being roads in progress or lately completed.....	1000.00	200.00	.....
Total.....	4,865.20	3,277.60	\$135,957,186

STATE OF ILLINOIS.

1. American Central (C. B. & Q.).....	180.00	50.75	\$1,500,000
2. Belleville and Southern Illinois.....	56.00	56.00	2,000,000
3. Cairo, Mound City and Vincennes (progress)...	150.00	.....	1,000,000
Paducah Branch (Raleigh to Liberty).....	50.00	30.00	750,000
4. Carthage and Burlington (C. B. & Q.).....	30.00	13.50	300,000
5. Clinton and Chicago Branch Junction.....	62.00	243.00	11,587,040
6. Chicago and Alton.....	243.00	165.00	.....
7. Chicago, Blue Island & Indiana (Peninsular)...	27.00	42.00	.....
8. Chicago, Burlington and Quincy.....	165.00	100.00	20,945,562
Galesburg to Burlington.....	42.00	53.00	.....
Galesburg to Quincy.....	100.00	13.00	.....
Aurora to Turner.....	13.00	30.00	.....
Yates City to Lewistown.....	30.00	74.00	.....
9. Chicago and Northwestern (Wisc.).....	74.00	91.00	25,119,752
Freeport Line (Gal. & Chi.).....	91.00	138.00	.....
Clinton Line.....	138.00	33.00	.....
Richmond Line.....	33.00	19.60	.....
Madison Line (Wisc.).....	19.60	32.40	.....
Rockford-Kenosha Line (Wisc.).....	32.40	.....	.....

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't.
	Total.	Completed.	
10. Chicago, Donville and Vincennes.....	140.00	82.00	\$3,500,000
11. Chicago and Milwaukee (Wisc.).....	45.00	45.00	2,200,000
12. Chicago, Pekin and Southwestern.....	135.00	20.00	1,000,000
13. Chicago, Rock Island and Pacific (Iowa)....	182.00	182.00	8,016,511
Port Byron Branch.....	11.00	11.00	.....
14. Chicago and Rock River (progress).....	100.00	.....	100,000
15. Decatur and East St. Louis (F. W. & West'n)	106.00	106.00	3,500,000
16. Dixon, Peoria and Hannibal (C. B. & Q.)....	94.00	94.00	2,500,000
17. Evansville, Carmi and Paducah (project)....	55.00	.....	.....
18. Hannibal and Naples (F. W. & West'n).....	45.00	45.00	1,250,000
Pittsfield to Maysville.....	6.00	6.00	.....
19. Illinois Central.....	308.75	308.75	32,785,264
Galena Branch.....	252.20	252.20	.....
Chicago Branch.....	146.50	146.50	.....
20. Illinois Coal.....	4.00	4.00	100,000
21. Indiana and Illinois Cen. (Ind.) in progress	77.00	77.00	770,000
22. Indianapolis, Bloomington & Western (Ind.)	126.50	126.50	4,500,000
23. Joliet and Chicago (Chic. & Alton).....	37.00	37.00	2,000,000
24. Joliet and Northern Indiana (Ind.).....	30.00	30.00	866,668
25. Kankakee and Illinois River (project).....	100.00	.....	.....
26. Lafayette, Bloomington and Mississippi.....	178.00	30.00	1,000,000
27. Michigan Central (Mich. & Ind.).....	12.00	12.00	685,242
28. Mound City.....	3.50	3.50	100,000
29. Muscatine, Kewanee and Eastern (project)...	200.00	.....	.....
30. Ohio and Mississippi (Ohio & Ind.).....	148.00	148.00	12,619,249
31. Pana and Louisiana (project).....	101.00	.....	.....
32. Pekin, Lincoln and Decatur (T. W. & W.)....	65.00	21.00	1,000,000
33. Peoria, Atlanta and Decatur (progress).....	70.00	.....	70,000
34. Peoria and Bureau Valley (C., R. I. & Pac.)...	46.00	46.00	2,106,000
35. Peoria and Hannibal (C. B. & Q.).....	80.00	30.00	750,000
36. Peoria, Pekin and Jacksonville.....	161.50	93.00	3,000,000
37. Peoria and Rock Island (incl. Coal Val. R.R.)	90.00	42.00	1,600,000
38. Peoria and Wenona (project).....	50.00	.....	.....
39. Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	18.00	18.00	991,712
40. Quincy and Carthage (progress).....	50.00	.....	500,000
41. Rockford, Rock Island and St. Louis.....	350.00	300.00	12,500,000
Branch to Cleveland and Perry's.....	30.00	30.00	.....
Branch to East Burlington.....	40.00	40.00	.....
42. St. Louis, Alton and Terre Haute.....	175.00	175.00	11,949,000
St. Louis Branch.....	20.00	20.00	.....
Belleville Branch.....	14.80	14.80	.....
43. St. Louis, Jacksonville and Chicago.....	151.00	151.00	5,000,000
Hopedale to Peoria.....	23.00	.....	.....
44. St. Louis and South Eastern.....	139.00	78.00	2,800,000
45. St. Louis, Vandalia & Terre Haute.....	158.00	158.00	6,000,000
46. Springfield and Illinois South Eastern.....	180.00	42.00	2,000,000
Springfield to Beardstown.....	45.00	.....	.....
47. Sycamore and Cortlandt.....	5.00	5.00	100,000
48. Toledo, Peoria and Warsaw.....	230.00	230.00	9,500,000
Burlington Branch.....	19.00	19.00	.....
49. Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40	12,500,000
Naples Branch.....	4.00	4.00	.....
Keokuk Branch.....	41.20	41.20	.....
50. Western Union (Wisc.).....	112.00	112.00	4,500,000
Roads not included in above, being roads in progress and recently opened, and a large number of mineral roads.....	2000.00	600.00	20,000,000
Total.....	8,813.35	5,423.10	\$237,553,000

STATE OF WISCONSIN.

1. Chicago and Milwaukee (Ill.).....	40.00	40.00	\$1,870,000
2. Chicago and Northwestern (Ill.).....	174.20	174.20	18,972,462
Madison Line.....	48.00	48.00	.....
Kenosha Line.....	40.00	40.00	.....
3. Dubuque, Platteville and Monroe.....	56.50	21.00	500,000
4. Green Bay and Lake Pepin (progress).....	170.00	.....	170,000
5. La Crosse, Trempealeau & Prescott (C. & N.W.)	27.00	27.00	1,000,000
6. Manitowoc and Mississippi.....	220.00	7.50	200,000
7. Milwaukee and Northern.....	96.00	20.00	600,000
8. Milwaukee and Rockford (project).....	85.00	.....	.....
9. Milwaukee and St. Paul.....	196.00	196.00	.....
Portage Line.....	95.00	95.00	.....
Berlin, Omro and Winneconne Line.....	58.00	58.00	19,754,419
Watertown and Madison Line.....	39.00	39.00	.....
Prairie du Chien Division.....	193.00	193.00	.....
Monroe Branch.....	42.00	42.00	.....
10. Mineral Point.....	33.00	33.00	1,200,000
Belmont Branch.....	10.00	10.00	.....
11. Platteville and Calamine (progress).....	32.00	.....	320,000
12. St. Croix and Lake Superior (project).....	133.00	40.00	1,200,000
Bayfield Branch.....	90.00	.....	.....
13. Sheboygan and Fond du Lac.....	45.50	45.50	1,997,000
14. Western Union (Ill.).....	66.00	66.00	2,500,000
15. West Wisconsin.....	153.00	130.00	4,550,000
Roads not included above, being roads projected in progress and recently opened.....	1000.00	150.00	5,000,000
Total.....	3,142.20	1,475.20	\$59,833,881

STATE OF MINNESOTA.

1. Hastings and Dakota.....	200.00	30.00	\$1,000,000
2. Lake Pepin and Dakota (project).....	200.00	.....	.....
3. Lake Superior and Mississippi.....	154.00	154.00	6,000,000
White Beaver to Stillwater.....	12.00	.....	.....

Corporate Titles of Companies	Length in Miles	Cost of Road	Corporate Titles of Companies	Length in Miles	Cost of Road
Total Completed	and Equipm't	Total Completed	Total Completed	and Equipm't	Total Completed
STATE OF COLORADO					
4. Milwaukee and St. Paul (Iowa).....	131.00	131.00	1. Colorado Central.....	270.00	100.00
Austin to Iowa Line.....	13.00	13.00	2. Colorado and Oregon.....	279.14	279.14
5. Minnesota and North Western (project).....	150.00	150.00	3. Denver and Boulder.....	no information	no information
6. Northern Pacific (progress).....	220.00	220.00	4. Denver, Central City and Georgetown.....	no information	no information
7. St. Paul and Chicago (C. & N.W.).....	101.00	55.00	5. Denver and Golden City.....	50.00	50.00
8. St. Paul and Pacific (St. P. to Watab).....	80.00	80.00	6. Denver Pacific.....	219.00	219.00
Western Division (St. A. to Breckenridge).....	206.00	143.00	7. Kansas Pacific.....	1000.00	100.00
Pembina Extension (project).....	305.00	305.00	Roads, including several of the above, of which	little is known here, estimated.....	4,000.00
9. St. Paul and Sioux City (Minn. Valley).....	300.00	100.00	Total.....	1,268.00	368.00
10. Southern Minnesota.....	250.00	102.00	STATE OF IOWA		
11. Superior and State Line (project).....	160.00	152.00	1. Burlington, Cedar Rapids & Minn.....	270.00	100.00
12. Winona and St. Peter (C. & N.W.).....	152.00	152.00	2. Burlington and Missouri River.....	279.14	279.14
Total.....	2,654.00	972.00	Red Oak to Nebraska City.....	42.00	42.00
TERRITORY OF DAKOTA			3. Burlington and Southwestern (Mo.).....	40.00	40.00
1. Dakota and Northwestern (progress).....	300.00	300.00	4. Cedar Falls and Minnesota.....	81.00	81.00
2. Northern Pacific (project).....	400.00	400.00	5. Cedar Rapids and Missouri Riv. (C. & N.W.).....	271.60	271.60
Total.....	700.00	300.00	Clinton Ia., to Lyons, Ia.....	2.50	2.50
TERRITORIES OF MONTANA AND IDAHO			6. Central Railroad of Iowa.....	235.00	235.00
1. Northern Pacific (project).....	600.00	600.00	7. Chicago, Iowa and Nebraska (C. & N.W.).....	81.30	81.30
Total.....	600.00	600.00	Bridge at Clinton.....	1.10	1.10
STATE OF MISSOURI			8. Chicago, Rock Island and Pacific.....	310.50	310.50
1. Cairo & Fulton (St. L. & Iron Mt.).....	76.79	37.00	Oskaloosa Branch.....	113.00	50.00
2. Charleston and Randolph (progress).....	40.00	40.00	9. Davenport and St. Paul.....	40.00	40.00
3. Cape Girardeau and State Line (project).....	87.00	87.00	Branch to Wyoming.....	42.00	42.00
4. Chillicothe and Brunswick (progress).....	36.50	36.50	10. Des Moines and McGregor (project).....	162.50	162.50
5. Chillicothe, Leon and Des Moines (progress).....	62.00	62.00	Extension to Fort Dodge.....	81.50	81.50
6. Hannibal and Central Missouri (progress).....	70.00	70.00	12. Dubuque Bellevue and Sabula (progress).....	35.00	35.00
7. Hannibal and St. Joseph.....	207.00	207.00	13. Dubuque and Minnesota (progress).....	263.00	263.00
Quincy Branch and Bridge.....	15.00	15.00	14. Dubuque and Sioux City.....	143.50	143.50
Cameron and Kansas City Branch.....	53.00	53.00	15. Dubuque South Western.....	54.76	54.76
8. Iron Mountain and Helena (Ark.) project.....	127.00	127.00	16. Iowa Falls and Sioux City.....	186.00	186.00
9. La Cade and Fort Scott (progress).....	150.00	150.00	17. Iowa Northern Central (progress).....	83.00	83.00
Lebanon to St. Genevieve.....	150.00	150.00	18. Iowa South Western (project).....	250.00	250.00
10. Lexington and St. Louis (Lex. to Sadalia).....	54.00	54.00	19. Keokuk and Minnesota (progress).....	50.00	50.00
11. Louisiana and Missouri River (progress).....	210.00	210.00	20. Keokuk and St. Paul (C. B. & Q.).....	42.75	42.75
Mexico to Jefferson City.....	47.00	47.00	21. McGregor and Missouri River.....	280.00	280.00
12. Missouri and Mississippi (progress).....	131.00	131.00	22. Midland.....	100.00	100.00
13. Missouri Valley.....	130.00	130.00	23. Milwaukee and St. Paul (Minn.).....	84.60	84.60
14. North Missouri.....	233.25	233.25	Dakota Branch.....	10.00	10.00
Western Extension.....	125.75	125.75	24. Muscatine, Oskaloosa & Council Bluffs (project).....	270.00	270.00
Columbia Branch.....	22.00	22.00	25. Muscatine, Tipton and Anamosa (project).....	50.00	50.00
15. Osage Valley and Southern Kansas.....	150.00	150.00	26. Sabula, Ackley and Dakota (progress).....	300.00	300.00
16. Pacific of Missouri.....	283.00	283.00	27. St. Joseph and Council Bluffs (Mo.).....	52.00	52.00
17. Quincy, Missouri and Pacific (progress).....	230.00	230.00	28. St. Joseph and Burlington (Mo.) project.....	52.00	52.00
18. St. Joseph and Burlington (Iowa).....	80.00	80.00	29. St. Louis, Council Bluffs and Omaha (project).....	52.00	52.00
19. St. Joseph and Council Bluffs (Iowa).....	80.00	80.00	30. St. Louis and Cedar Rapids (project).....	52.00	52.00
20. St. Louis, Council Bluffs and Omaha (project).....	195.00	195.00	31. Sioux City and Columbus (project).....	80.00	80.00
21. St. Louis, Chillicothe and Omaha (project).....	11.00	11.00	32. Sioux City and Pacific (Nebr.).....	6.50	6.50
22. St. Louis and Iron Mountain.....	11.00	11.00	Missouri Valley Branch.....	6.50	6.50
Pilot Knob Branch.....	4.00	4.00	33. Southern Iowa and Cedar Rapids (progress).....	87.00	87.00
Potosi Branch.....	4.00	4.00	Total.....	4,472.25	2,550.25
23. St. Louis and Keokuk (project).....	130.00	130.00	STATE OF NEBRASKA		
24. St. Louis, Lawrence or Denver (project).....	58.00	58.00	1. Burlington and Missouri River.....	180.00	54.00
25. St. Louis, Macon and Omaha (project).....	90.00	90.00	2. Midland Pacific (progress).....	171.00	20.00
26. St. Louis and St. Joseph.....	72.25	72.25	3. Nemaha Valley and Loup Fort (project).....	120.00	120.00
27. St. Louis South Western (project).....	290.50	190.50	4. Omaha and Northwestern (progress).....	175.00	10.00
28. South Pacific (Atl. & Pac.).....	102.38	102.38	5. Omaha and Southwestern (progress).....	65.00	10.00
29. Tebo and Neosho (Ark.).....	100.00	200.00	6. Sioux City and Pacific (Iowa).....	21.00	21.00
Roads not included in above, being roads projected, in progress or recently completed, estimated at.....	1,000.00	7,000.00	7. Union Pacific (Wyom. & Utah).....	473.00	473.00
Total.....	4,573.42	2,140.13	Total.....	1,205.00	599.00
STATE OF KANSAS			TERRITORY OF WYOMING		
1. Atchison, Topeka and Santa Fe.....	400.00	62.00	1. Denver Pacific (Col.).....	50.00	50.00
2. Central Branch, Union Pacific.....	350.00	100.00	2. Union Pacific (Nebr. & Utah).....	442.00	442.00
3. Kansas City and Emporia (project).....	110.00	110.00	Total.....	492.00	492.00
4. Kansas City and Santa Fe (project).....	100.00	100.00	STATE OF CALIFORNIA		
5. Kansas City and Neosho Valley (project).....	421.00	421.00	1. Alameda (Central Pacific).....	26.00	14.00
6. Kansas Pacific (Col.).....	34.00	34.00	2. California Central.....	21.80	21.80
Leavenworth Branch.....	26.00	26.00	3. California and Oregon (progressing).....	132.00	132.00
7. Lawrence, Olathe and Kansas City.....	27.00	27.00	4. California Pacific.....	60.00	60.00
8. Leavenworth Atchison and Northwestern.....	350.00	106.00	Marysville Branch.....	43.00	43.00
9. Leavenworth, Lawrence and Galveston.....	1.00	1.00	Calestoga Branch.....	38.00	38.00
Branch to North Lawrence.....	37.00	37.00	5. Central Pacific (Nev. & Utah).....	138.00	138.00
10. Leavenworth and Topeka (project).....	26.00	26.00	6. Feather River and Beckwith Pass (project).....	100.00	100.00
11. Missouri River (Pac. of Mo.).....	325.00	325.00	7. Los Angeles and San Pedro.....	21.00	21.00
12. Missouri, Kansas and Texas.....	162.00	162.00	8. Napa Valley (Napa to Sta. Rosa).....	40.00	40.00
13. Missouri River, Fort Scott and Gulf.....	251.00	111.00	9. North Beach and Mission.....	3.50	3.50
14. Pierce City and Fort Scott (project).....	58.00	58.00	10. Northern California.....	3.80	3.80
15. St. Joseph and Denver City.....	1,000.00	1,000.00	11. Omnibus (San Francisco).....	26.00	26.00
16. St. Louis, Lawrence & Denver City (project).....	1,000.00	1,000.00	12. Placerville and Sacramento.....	22.50	22.50
Roads not included above, being roads projected, in progress and recently completed, estimated at.....	1,000.00	3,500.00	13. Sacramento Valley.....	210.00	210.00
Total.....	3,698.00	1,501.00	14. San Francisco and Humboldt's Bay (project).....	4.00	4.00
STATE OF CALIFORNIA			15. San Francisco and Oakland (Gen. Pacific).....	50.00	50.00
1. Alameda (Central Pacific).....	26.00	14.00	16. San Francisco and San Jose.....	50.00	50.00
2. California Central.....	21.80	21.80			
3. California and Oregon (progressing).....	132.00	132.00			
4. California Pacific.....	60.00	60.00			
Marysville Branch.....	43.00	43.00			
Calestoga Branch.....	38.00	38.00			
5. Central Pacific (Nev. & Utah).....	138.00	138.00			
6. Feather River and Beckwith Pass (project).....	100.00	100.00			
7. Los Angeles and San Pedro.....	21.00	21.00			
8. Napa Valley (Napa to Sta. Rosa).....	40.00	40.00			
9. North Beach and Mission.....	3.50	3.50			
10. Northern California.....	3.80	3.80			
11. Omnibus (San Francisco).....	26.00	26.00			
12. Placerville and Sacramento.....	22.50	22.50			
13. Sacramento Valley.....	210.00	210.00			
14. San Francisco and Humboldt's Bay (project).....	4.00	4.00			
15. San Francisco and Oakland (Gen. Pacific).....	50.00	50.00			
16. San Francisco and San Jose.....	50.00	50.00			

Corporate Titles of Companies.	Length in Miles— Total. Completed. and Equipm't.	Cost of Road
17. San Francisco and Washoe (project).....	92.00	.....
18. San Joaquin Valley (Central Pacific).....	480.00	1,600,000
19. San Rafael and San Quentin (progressing).....	.....	.....
20. Sonoma and Russian River Valley (project).....	100.00	.....
21. South San Francisco.....	4.00	100,000
22. Southern Pacific.....	600.00	2,000,000
23. Stockton and Copperopolis.....	35.00	2,000,000
24. Stockton and Tulare Valley (project).....	200.00	.....
25. Western Pacific (Cen. Pacific).....	120.00	8,000,000
26. Yuba Valley.....	24.00	1,200,000
Roads not included above, being roads projected, in progress or recently opened—estimated.....	500.00	5,000,000
Total.....	3,293.80	\$70,624,582
STATE OF NEVADA.		
1. Central Pacific (Cal. & Utah).....	493.00	\$55,000,000
Roads not included above, being roads projected, in progress or recently opened—estimated.....	1000.00	5,000,000
Total.....	1,439.00	\$60,000,000
TERRITORY OF UTAH.		
1. Central Pacific (Cal. & Nev.).....	111.00	\$17,000,000
2. Salt Lake and Columbia River (Idaho).....	40.00	.....
3. Union Pacific (Neb. & Dak.).....	193.00	28,000,000
4. Utah Central.....	60.00	4,000,000
Total.....	404.00	\$49,000,000
STATE OF OREGON.		
1. Cascades Transit.....	6.00	\$200,000
2. Dalles and Deschutes.....	13.50	500,000
3. Oregon and California.....	260.00	1,600,000
4. Oregon Central, East side (project).....	.....	.....
5. Oregon Central, West side (project).....	.....	.....
6. St. Helen's and Hillsboro' (project).....	60.00	.....
7. Salem and McMinnville (project).....	49.00	.....
8. Salt Lake and Columbia River (project).....	260.00	.....
Roads projected, in progress or recently completed.....	2000.00	4,000,000
Total.....	2,648.50	\$6,100,000
TERRITORY OF WASHINGTON.		
1. Northern Pacific (project).....	300.00	\$.....
Seattle Branch (project).....	120.00	.....
Total.....	420.00	\$.....

Indebtedness of Southern Railroads.

From the report of the Quartermaster General for the past year a few facts of interest regarding the indebtedness of Southern railroad companies to the government may be taken. On the opening of the last fiscal year, July 1, 1869, there was due the United States from railroad companies which purchased railway material and rolling stock under the provisions of Executive orders of August and October, 1865, \$4,704,650 72. During that fiscal year, ending June 30, 1870, interest accrued and expenses incurred in prosecution of suits amount to \$307,692 41. Payments have been made of \$365,820 45; leaving unpaid June 30, 1870, \$4,646,522 68, which reduces the debt during the year \$58,128 04. In addition to the amount received accounts were under examination amounting to \$26,175 74, exclusive of a doubtful account of the Mobile and Ohio Railroad Company, amounting to \$52,266 06, which, when finally adjusted, will further reduce the debt.

Two companies, the New Orleans, Opelousas and Great Western, and the Western North Carolina, discharged their indebtedness during the year. Other companies have materially reduced their indebtedness, and to such an extent as to justify the belief that they will entirely discharge it during the fiscal year ending the 30th of June next.

The Quartermaster General gives a detailed account of the present position of suits pending against receivers and railroad companies, and sums up the exact state of indebtedness of all the companies to the government in the following carefully prepared statement:

Alexandria, Loudoun and Hampshire—Balance principal unpaid July 1, 1870, \$16,597 21; total principal, interest, and expenses unpaid July 1, 1870, \$16,768 17; terms of payment: due June 30, 1868; \$5000 payable monthly in money.

Atlantic and North Carolina—Balance principal unpaid July 1, 1870, \$4,687 84; total principal, interest, and expenses unpaid July 1, 1870, \$4,695 85; terms of payment: due November 24, 1869; transportation accounts on file sufficient to liquidate the debt.

Alabama and Florida—Balance principal unpaid July 1, 1870, \$12,182 12; total principal, interest, and expenses unpaid July 1, 1870, \$12,182 12; transportation and postal service applied to liquidation of debt.

Alabama and Chattanooga—Balance principal unpaid July 1, 1870, \$19,499 08; total principal, interest, and expenses unpaid July 1, 1870, \$19,499 08; terms of payment: \$2,000 payable monthly in money; company to be credited postal and transportation service.

East Tennessee and Georgia—Balance principal unpaid July 1, 1870,

\$350,447 58; total principal, interest, and expenses unpaid July 1, 1870, \$371,740 21; terms of payment: interest payable monthly in money; company to be credited postal and transportation service; suit pending.

East Tennessee and Virginia—Balance principal unpaid July 1, 1870, \$249,228 81; total principal, interest and expenses unpaid July 1, 1870, \$256,497 44; terms of payment: due January 4, 1870; suit pending.

Edgefield and Kentucky—Balance principal unpaid July 1, 1870, \$114,772 86; total principal, interest, and expenses unpaid July 1, 1870, \$152,502 02; terms of payment: due October 31, 1869; suit pending.

Indianola—Balance principal unpaid July 1, 1870, \$15,000 00; total principal, interest, and expenses unpaid July 1, 1870, \$15,000 00. Terms of payment: Payable in transportation service.

Knoxville and Kentucky—Balance principal unpaid July 1, 1870, \$9,544 89; total principal, interest and expenses unpaid July 1, 1870, \$9,905 67. Terms of payment: Due August 20, 1869.

McMinnville and Manchester—Balance principal unpaid July 1, 1870, \$46,508 54; total principal, interest and expenses unpaid July 1, 1870, \$62,342 06. Terms of payment: Due July 1, 1869; suit pending.

Mississippi, Gainesville and Tuscaloosa—Balance principal unpaid July 1, 1870, \$33,476 89; total principal, interest and expenses unpaid July 1, 1870, \$37,406 75. Terms of payment: Due August 31, 1869.

Macon and Brunswick—Balance principal unpaid July 1, 1870, \$3,855 21; total principal, interest and expenses unpaid July 1, 1870, \$3,960 06. Terms of payment: Due February 21, 1869.

Mobile and Ohio—Balance principal unpaid July 1, 1870, \$74,269 05; total principal, interest and expenses unpaid July 1, 1870, \$76,244 60. Terms of payment: Interest and \$3,000 payable monthly in money; company to be credited postal and transportation service.

Mississippi and Tennessee—Balance principal unpaid July 1, 1870, \$29,128 18; total principal, interest and expenses unpaid July 1, 1870, \$29,326 20. Terms of payment: Payment of installments in money suspended until November 1, 1870; letter of Secretary of War, June 22, 1870.

Memphis, Clarksville and Louisville—Balance principal unpaid July 1, 1870, \$336,982 36; total principal, interest and expenses unpaid July 1, 1870, \$420,599 33. Terms of payment: Due October 31, 1869; suit pending.

Memphis and Ohio—Balance principal unpaid July 1, 1870, \$12,610 02; total principal, interest and expenses unpaid July 1, 1870, \$12,728 55. Terms of payment: Due February 25, 1869.

Memphis and Little Rock—Balance principal unpaid July 1, 1870, \$81,351 96; total principal, interest and expenses unpaid July 1, 1870, \$81,840 07. Terms of payment: Interest and \$1,000 payable monthly in money; company to be credited postal and transportation service.

Nashville and Chattanooga—Balance principal unpaid July 1, 1870, \$1,474,206 55; total principal, interest and expenses unpaid July 1, 1870, \$1,764,171 45. Terms of payment: Net earnings payable monthly; suit pending.

Nashville and Northwestern—Balance principal unpaid July 1, 1870, \$521,192 58; total principal, interest and expenses unpaid July 1, 1870, \$663,698 06. Terms of payment: Due November 30, 1868; suit pending.

Nashville and Decatur—Balance principal unpaid July 1, 1870, \$280,820 10; total principal, interest and expenses unpaid July 1, 1870, \$300,840 35; terms of payment: interest and installments payable monthly.

New Orleans and Ohio—Balance principal unpaid July 1, 1870, \$27,961 19; total principal, interest and expenses unpaid July 1, 1870, \$32,996 18; terms of payment: due; suit pending.

Pacific Railroad of Missouri—Balance principal unpaid July 1, 1870, \$20,774 20; total principal, interest and expenses unpaid July 1, 1870, \$20,774 20; terms of payment: payable in transportation service; one-half to be applied.

Southwest Branch Pacific Railroad of Missouri—Balance principal unpaid July 1, 1870, \$57,115 24; total principal, interest and expenses unpaid July 1, 1870, \$57,115 24.

Selma and Meridian—Balance principal unpaid July 1, 1870, \$23,758 49; total principal, interest and expenses unpaid July 1, 1870, \$24,081 60; terms of payment: interest and \$500 payable monthly in money; company to be credited postal and transportation service.

Selma, Rome and Dalton—Balance principal unpaid July 1, 1870, \$147,156 33; total principal, interest and expenses unpaid July 1, 1870, \$149,039 93; terms of payment: due March 31, 1870.

San Antonio and Mexican Gulf—Balance principal unpaid July 1, 1870, \$47,110 68; total principal, interest and expenses unpaid July 1, 1870, \$50,604 43; terms of payment: to be paid by Messrs. Morgan and McComb in installments of \$5,500, commencing July 1, 1870.

Washington, Alexandria and Georgetown—Balance principal unpaid July 1, 1870, \$217 61; total principal, interest and expenses unpaid July 1, 1870, \$217 61; terms of payment: payable in transportation service.

Grand total—Balance principal unpaid July 1, 1870, \$4,010,385 01. Principal, interest and expenses unpaid July 1, 1870, \$4,646,522 68.

The following named companies have discharged their entire indebtedness to the government: Richmond, Fredericksburg and Potomac, Georgia Railroad and Banking Company, Southwestern, Macon and Western, South Carolina, Muscogee, Petersburg, Memphis and Charleston, Mobile and Great Northern, New Orleans, Jackson and Great Northern, Mississippi Central, Virginia and Tennessee, Montgomery and West Point, Virginia Central, Rome, Western and Atlantic, Orange and Alexandria, Manassas Gap, Wilmington and Weldon, Alabama and Florida, New Orleans, Opelousas and Great Western, Norfolk and Petersburg, Vicksburg and Meridian,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....100	\$1,774,824			Hartford and New Haven.....100	3,300,000	J. A. J. & O.	Dec. '70 8	Portl., Saco & Portland.....100	\$1,500,000	J. & D.	Dec. '70 8
American Central.....100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.....100	3,000,000		Aug. '70 34	Providence & Worcester.....100	1,800,000	J. & J.	Dec. '70 6
Atlanta and West Point.....100	1,322,200	J. & J.	July '70 4	Do. do. pref. 100	6,233,830		Aug. '70 7	Raleigh and Gaston.....100	2,000,000		Jul. '69 3
Atlantic & N. Carolina.....100	5,445,228			Hanover Branch, Pa. ....60	116,860	M. & N.	Nov. '70 6	Rensselaer and Saratoga.....100	3,000,000	A. & O.	Oct. '70 31
Atlantic & Gt. Western.....50	26,879,922			Housatonic.....100	320,000			Richmond and Danville.....100	2,000,000		
Do. pref. 50	1,919,000			Huntingdon & B'd Top.....50	494,390	J. & J.	Dec. '70 4	Richmond and Petersburg.....100	847,100		
Atlantic & St. Lawrence.....100	2,494,900	M. & S.	Sept. '70 2	Do. pref. 50	190,750	J. & J.	Jan. '68 34	Rich., Fred. and Potomac.....100	1,041,800		
Augusta and Savannah.....100	735,700	J. & J.	Jan. '70 34	Illinois Central.....100	25,278,710	F. & A.	Aug. '70 6	Rockport.....100	88,460		Nov. '67 2
Baltimore and Ohio.....100	18,167,962	A. & O.	Oct. '70 4	Indianapolis, Cin. & Lafayette.....50	6,185,897	M. & S.	Sept. '67 4	Rome, Watert. and Ognb. ....100	2,400,000	J. & J.	Dec. '70 4
Do. Washington Br. ....100	2,680,000	A. & O.	Oct. '70 5	Jefferson, Mad. & Ind. ....100	2,000,000	J. & J.	Jan. '63 6	Rutland preferred.....100	1,469,429	F. & A.	Aug. '69 34
Baltimore City Passenger.....100	670,000	F. & A.	Dec. '70 8	Joliet and Chicago.....100	1,600,000	J. A. J. & O.	Oct. '70 13	St. L. Alt. and T. Haute. ....100	2,300,000		
Bay de Noquet & Marq. ....100	1,250,000	A. & O.	Apr. '68 3	Joliet & North Indiana.....100	300,000	J. & J.	July '70 4	Do. pref. 100	2,040,000	Annual.	June '70 7
Belvidere Delaware.....100	996,250			Lake Shore & Mich. So. ....100	35,000,000	F. & A.	Aug. '70 4	St. L., Jack'nv. and Chic'o. ....100	1,469,429		
Berkshire.....100	600,000	J. A. J. & O.	Jan. '71 13	Do. guar. 100	633,500	F. & A.	Aug. '70 4	Sandusky and Cincinnati.....100	2,089,000		
Berkshire & Corning.....50	250,000	J. & D.	Dec. '69 24	Lackawanna & Bloomsb. ....50	1,325,000			Do. pref. 100	445,596	M. & N.	Nov. '70 3
Boston and Albany.....100	13,725,100	J. & J.	Dec. '70 5	Leeds and Farmington.....50	2,158,868	J. & J.	Jan. '70 24	Sand, Mansf. and Newark.....100	901,241		
Boston and Chelsea.....100	110,000	A. & O.	Oct. '70 4	Lehigh and Mahanoy.....50	2,158,868	J. & J.	Jan. '67 6	Savannah and Charleston.....100	1,000,000		
Boston, Concord & Mont. ....100	459,400			Lehigh and Susquehanna.....50	3,739,800	M. & N.	Jan. '67 6	Schenckville and Squequa.....50	1,269,160		
Do. pref. 100	1,540,400	M. & N.	Nov. '70 3	Lehigh Valley.....100	10,731,400	J. A. J. & O.	Dec. '70 24	Second and Third St. (Ph.) ..50	203,757	J. @ J.	Jan. '71 4
Boston and Lowell.....100	1,691,500	J. & J.	Dec. '70 4	Lehigh Luzerne.....50	344,650	J. & J.	Jan. '69 4	Schenckville Valley.....50	678,050	J. & J.	Jul. '70 24
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5	Little Miami.....50	3,672,400	M. J. S. D.	Dec. '70 2	Seaboard and Roanoke.....100	868,200	M. & N.	Nov. '70 4
Boston and Providence.....100	3,830,000	J. & J.	Dec. '70 5	Little Schuylkill.....50	2,616,100	J. & J.	Jan. '71 34	Second Avenue (N. Y.).....100	670,000		July '70 2
Broadway (South Boston) ..50	400,000	J. A. J. O.	Dec. '70 24	Lomb. and South St. (Ph.) ..25	90,000			17th & 19th streets (Ph.).....50	130,000		Dec. '70 2
Broadway & 7th Av. (N. Y.) ..10	2,100,000	J. & D.	June '70 3	Long Island.....50	3,000,000	F. M. A. N.	Aug. '68 2	Shamokin V. and Pottaw. ....50	869,450	F. & A.	Aug. '70 3
Brooklyn City.....10	1,000,000	F. M. A. N.	Nov. '70 3	Louisv., Cin. and Lex. ....50	1,621,738	J. & J.	Jul. '69 3	Shore Line.....100	686,200	J. & J.	Dec. '70 6
Brooklyn City & New'n. ....100	999,800		July '70 34	Do. pref. 100	848,315	J. & J.	Jul. '70 44	Sixth Avenue (N. Y.).....100	750,000		May '70 1
Buffalo, Bradford & Pitts. ....100	1,100,000			Louisville and Nashville.....100	8,780,501	F. & A.	Aug. '70 4	Somerville.....100	75,000	M. & N.	Nov. '70 3
Buff. New York & Erie.....100	950,000	M. & N.	Nov. '70 3	Louisv., N. Alb. & Chicago.....100	2,800,000			South Carolina.....100	5,819,275		
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4	Lowell and Lawrence.....100	300,000	A. & O.	Oct. '70 3	South Shore.....100	259,686		Jul. '68 3
Cambridge Horse (Boston).....100	777,800	A. & O.	Oct. '70 4	Lowell Horse.....100	55,530			South Western, Georgia.....100	3,939,900	F. & A.	Aug. '70 4
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5	Macon and Western.....100	2,000,000	J. & J.	July '70 5	Staten Island.....100	660,000	J. & J.	Jul. '67 4
Camden and Atlantic, pref. ....50	600,000			Mahanoy & B'd Mount'n.....50	1,676,815			Stony Brook.....100	267,800	M. & N.	May '70 3
Camden & Burlington Co. ....100	531,000		July '69 3	Maine Central.....100	1,611,500			Steubenville and Indiana.....100	1,983,141		
Cape Cod.....50	721,926	J. & J.	D., '70 32	Manchester & Lawrence.....100	1,000,000	M. & N.	Nov. '70 6	Stockbridge & Pittsfield.....100	448,700		
Cape May and Millville.....50	447,000	J. & D.	Dec. '70 3	Marietta & Cincinnati.....100	3,029,778			Summit Branch.....50	250,000	F. & A.	Aug. '70 3
Catawissa.....50	1,150,000			Do. 1st pref. 50	8,130,719	M. & S.	Sept. '66 3	Syr., Bingham. and N. Y. ....100	1,814,130		
Catawissa, pref. ....50	2,300,000	M. & N.	Nov. '70 34	Do. 2d pref. 50	4,460,568	M. & S.	Dec. '70 3	Taunton Branch.....100	1,260,000	J. @ D.	Dec. '70 4
Cayuga & Susquehanna.....50	689,110	J. & J.	July '70 44	Massachusetts.....100	400,000			Tennessee and Alabama.....100	956,922		
Cedar Rapids & Mo. pref. ....100	765,000	M. & N.	Nov. '70 34	Memphis and Charleston.....100	5,812,725		June '69 3	Terre Haute and Indiana.....50	1,983,150	J. & J.	July '70 6
Central of Georgia.....100	4,666,500	J. & J.	July '70 5	Memphis and Ohio.....100	670,000			Third Avenue (N. Y.).....100	1,750,000		May '70 1
Central of New Jersey.....100	15,000,000	J. & J.	Dec. '70 4	Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5	Thirteenth and Fif. (Ph.).....50	2,700,000	J. @ J.	Dec. '70 24
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3	Michigan Central.....100	11,197,548	J. & J.	Dec. '70 5	Tol., Peoria and Warsaw.....100	2,700,000		
Do. pref. ....100	400,000	J. & D.	Oct. '70 3	Middleboro' and Taunton.....100	147,300	A. & O.	Oct. '70 3	Do. (E. D.) pref. 100	1,700,000	January,	1870, 11, 4
Gen. Park, N. & E. River.....100	970,000		Oct. '61 24	Middlesex (Boston).....100	400,000	J. & D.	Oct. '70 3	Do. (W. D.) pref. 100	1,300,000		
Chemung.....100	380,000	J. A. J. & O.	Jan. '70 3	Mill Creek and Minehill.....50	323,375	J. & J.	Jan. '70 5	Tol., Wabash and West.....100	11,700,000	M. & N.	May '70 34
Cheshire, preferred.....100	2,017,525	J. & J.	Dec. '70 3	Millville and Glassboro'.....100	405,029	F. & A.	Feb. '70 5	Troy and Boston.....100	607,111		
Chicago and Alton.....100	5,141,800	M. & S.	Sept. '70 5	Millw. & St. Paul.....100	7,605,104	Dec. 1870	Dec. '70 7	Troy and Greenbush.....100	274,400	J. & D.	Jun. '70 34
Do. pref. ....100	2,425,400	M. & S.	Mar. '70 6	M. Hill & Schuylk. Haven.....50	9,744,435	Dec. 1870	Dec. '70 7	Union Transport'n (Bos.).....100	200,000	M. & N.	Nov. '70 4
Chicago, Burl. & Quincy.....50	13,825,025	J. & J.	Dec. '70 6	Mobile and Ohio.....100	2,775,600	J. & J.	Dec. '70 4	Union (Phila.).....50	291,475	J. @ J.	Jan. '71 4
Chicago, Iowa & Nebraska.....100	2,800,000			Montgomery & W. Point.....100	1,644,104	J. & D.	Dec. '67 4	Utica and Black River.....100	584,400	J. & J.	July '70 3
Chicago and Milwaukee.....100	2,227,000			Morris and Essex.....50	7,880,100		Dec. '70 34	Vermont and Canada.....100	2,500,000	J. & D.	Dec. '70 4
Chicago & N. Western.....100	14,590,162	J. & D.	Dec. '70 5	Mt. Carbon & Pt. Carbon.....50	252,530		July '70 3	Vermont Central.....100	6,000,000		
Do. pref. ....100	18,159,097	J. & D.	Dec. '70 5	Nashua and Lowell.....100	720,000	M. & J.	Nov. '70 5	Vermont and Massachusetts.....100	2,800,000	J. & J.	July '70 0
Chicago, B. I. & Pacific.....100	16,000,000	A. & O.	Oct. '70 4	Nashville & Chattanooga.....100	2,066,544			Vicksburg and Meridian.....100	367,408		
Cin. Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4	Naugatuck.....100	1,436,500	F. & A.	Feb. '70 5	Virginia Central.....100	3,353,671		
Cincinnati City Passenger.....100	3,500,000	J. & J.	Jan. '68 2	New Bedford & Taunton.....100	500,000	J. & J.	July '70 4	Virginia and Tennessee.....100	3,506,300		
Do. Street.....100	425,640	M. & N.	Nov. '70 3	New Haven & N. London.....100	735,535			Western Union.....100	2,707,993		
Cin. Sand. & Clew. pref. ....50	192,750	J. @ J.	Nov. '70 3	N. Haven & Northampton.....100	1,244,000	J. & J.	Aug. '68 3	West Jersey.....50	1,209,000	F. & A.	Dec. '70 5
Citizens' Passenger (Phila.) ..50	100,000	F. & A.	Aug. '70 3	New Jersey.....100	6,250,000	F. & A.	Aug. '70 6	West Philadelphia.....50	249,100	J. & J.	Dec. '70 5
Clew., Col. Cin. & Ind. ....100	10,450,000			New London Northern.....100	895,000		Dec. '70 4	Wilmington and Potomac.....100	1,463,778	J. & J.	July '70 3
Cleveland & Mahoning.....100	2,066,400	M. & N.	Nov. '70 34	N. Y. Central & Hudson R. ....100	45,000,000	A. & O.	Oct. '70 4	Warren.....100	1,647,650		
Cleveland and Pittsburgh.....100	6,985,778	F. M. A. N.	Nov. '70 24	Do. Certificates.....100	44,000,000	A. & O.	Oct. '70 4	Worcester and Nashua.....75	1,522,600	J. & J.	Dec. '70 34
Cleveland and Toledo.....50	5,000,000	F. & A.	Aug. '70 4	New York and Harlem.....50	1,000,000	J. & J.	Dec. '70 4	CANALS.			
Cin. Ohi. & Indiana Cen. ....100	10,480,900			Do. pref. 50	1,000,000	J. & J.	Dec. '70 4	Chesapeake and Delaware.....50	1,818,968	J. & D.	Dec. '70 3
Columbus and Xenia.....50	1,786,300	M. J. S. D.	Dec. '70 2	New York & New Haven.....100	9,000,000	J. & J.	Dec. '70 4	Chesapeake and Ohio.....25	8,228,595		
Concord.....100	1,800,000	M. & N.	Nov. '70 5	N. Y., Provid. & Boston.....100	2,000,000	J. & J.	July '70 3	Delaware Division.....100	1,633,350	F. & A.	Aug. '70 4
Concord & Ports. guar. ....100	850,000	J. & J.	Jan. '71 34	Stag. Bridge & Canandaigua.....100	1,000,000	J. & J.	July '70 3	Delaware and Hudson.....100	10,000,000	F. & A.	Aug. '70 5
Coney Island & Brooklyn.....100	800,000			Ninth Avenue.....100	797,400			Delaware and Haritan.....100	2,621,300	F. & A.	Aug. '70 5
Conn. & Passum. Rivers.....100	139,000			Norfolk & Petersburg guar. ....100	137,500	J. & J.	July '70 3	Krie of Pennsylvania.....50	64,000		
Do. do. pref. 100	1,822,100	F. & A.	Dec. '70 3	Norfolk & Petersburg.....100	187,500	J. & J.	July '70 3	Lehigh Coal and Navigat. ....50	8,739,800	M. & N.	My '67 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 3	Northern Central.....100	5,000,000	M. & N.	Nov. '70 3	Monongahela Navigation.....50	728,100	J. & J.	July '70 3
Cumberland Valley.....100	1,516,900	A. & O.	Apr. '70 4	Northern Eastern (S. C.) pref. ....100	155,000		May '67 4	Morris (consolidated).....10	1,025,000	F. & A.	Feb. '67 3
Danbury and Newwals.....100	400,000			Northern of N. Hampsh. ....100	3,068,400	J. & D.	Dec. '70 4	Do. (preferred).....100	1,175,000	F. & A.	Feb. '70 5
Dayton and Michigan.....100	2,390,540	J. & J.	July '70 3	North Pennsylvania.....50	3,150,150		Feb. '71 5	Pennsylvania.....100	4,300,000		
Delaware.....100	694,250	J. & J.	July '70 3	Norwich & Worcester.....100	2,388,600	J. & J.	Dec. '70 5	Schuyl. Navigation (cons.) ..50	1,008,207	F. & A.	Feb. '67 6
Del. Lackaw. & Western.....100	13,825,025	J. & J.	Dec. '70 6	Ogdensb. & L. Champ'n. ....100	3,040,900	J. & J.	Jan. '71 34	Do. (pref.).....50	2,888,805	F. & A.	Feb. '67 6
Des Moines Valley.....100	1,820,300			Do. pref. 100	1,994,900	A. & O.	Oct. '70 4	Susq. and Tide Water.....50	2,002,746		
Detroit & Milwaukee.....100	452,550			Ohio and Mississippi.....100	20,000,000			Union.....50	2,907,850		
Do. do. pref. 100	2,095,000		Dec. '69 7	Do. pref. 100	3,600,000	J. & D.	Dec. '70 34	Do. preferred.....50	50		
D. Dock, E. B'dw. & Bat. ....100	1,300,000	F. M. A. N.	May '70 24	Old Creek & Allegheny R. ....50	4,269,000	J. A. J. & O.	Dec. '70 24	W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '65 5
Dubuque and Sioux City.....100	1,673,841	J. & J.	Dec. '70 34	Old Colony & Newport.....100	4,848,320	J. & J.	Dec. '70 3	Wyoming Valley.....50	800,000	Irregular	Oct. '67 4
Do. do. pref. 100	1,987,251	J. & J.	Dec. '70 34	Orange and Newark.....100	281,550			MISCELLANEOUS.			
East Mahanoy.....50	392,550	J. & J.	July '70 3	Oswego and Syracuse.....50	432,400	F. & A.	Aug. '70 4	Pacific Mail Steamsh p.....100	20,000,000	M. J. S. D.	Sept. '69 3
Eastern (Mass.).....100	3,883,500	J. & J.	Dec. '70 4	Pacific of Missouri.....100	3614,515			West'n Union Telegraph.....100	41,063,000	J. & J.	Jan. '70 2
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4	Panama.....100	7,000,0						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (In gold):													
1867.....	38,169	41,831	60,029	81,156	95,825	121,702	174,812	181,297	200,550	212,109	128,168	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,385	134,729	269,690	261,832	262,770	293,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	486,048	568,270	556,080	532,667	511,854	609,768	579,642	535,386	490,669	5,670,882
1870.....	413,104	394,176	458,333	633,758	768,720	729,274	784,069	807,816	833,418	804,800	761,600	.....	.....
Chicago and Alton:													
1867.....	109,850	101,366	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1868.....	100,991	154,418	195,806	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	262,015	2,770,494
1869.....	250,608	275,283	299,063	268,480	322,278	356,270	335,985	409,261	401,280	387,956	307,919	236,824	3,840,092
1870.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,065,163
Chicago and Rock Island and Pacific:													
1867.....	243,787	157,832	235,961	282,165	336,510	342,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	840,861	4,681,668
1870.....	268,978	323,825	344,366	334,653	395,044	411,986	421,486	501,049	493,685	488,658	482,492	.....	.....
Chicago and Northwestern:													
1867.....	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,806	210,729	216,080	196,435	201,134	1,959,267
1868.....	168,735	175,482	185,013	198,679	198,679	243,175	224,980	307,874	375,860	324,865	336,617	321,037	3,095,476
1869.....	305,554	246,331	289,403	196,580	284,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1870.....	241,395	183,385	267,230	206,099	271,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
Chicago and Northwestern:													
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,063	4,568,614
1868.....	368,587	297,464	276,431	301,962	316,709	378,436	341,885	568,380	558,387	591,200	424,589	433,435	4,797,464
1869.....	338,319	368,208	398,740	388,386	449,982	523,541	455,607	632,652	736,555	584,156	479,236	393,468	5,684,109
1870.....	401,275	449,655	500,393	448,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1867.....	273,876	317,839	390,355	421,363	466,880	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,506
1868.....	541,006	482,164	496,296	586,623	747,942	702,691	767,608	946,707	932,683	754,671	547,842	7,976,490	.....
1869.....	523,566	399,917	523,845	537,519	868,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,550	9,299,430
1870.....	606,147	574,664	755,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,067	1,211,580	879,900	11,632,739
Cleveland, Col., Cin. and Indianapolis:													
1867.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,667	1,107,084	1,001,997	13,384,471
1868.....	892,093	830,287	1,142,166	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,507,479	1,371,780	1,140,145	845,708	13,355,497
1870.....	706,025	763,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Illinois Central:													
1867.....	190,130	236,637	181,084	191,648	206,246	260,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1868.....	299,944	271,086	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,274,038
1869.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,236	661,391	667,141	603,402	6,329,447
1870.....	571,536	528,972	616,095	460,573	617,682	678,403	678,403	747,469	739,736	641,589	643,887	518,088	7,181,208
Illinois Central:													
1867.....	603,063	505,296	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,069	6,646,741
1868.....	647,120	584,871	417,071	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,929	716,992	7,160,992
1869.....	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	689,967	931,530	685,401	681,041	7,817,629
1870.....	658,128	624,693	709,645	668,282	640,975	778,261	696,228	841,363	978,401	914,406	814,413	696,677	8,823,482
1870.....	664,587	663,391	614,374	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marquette and Cincinnati:													
1867.....	90,411	85,447	84,351	81,181	96,588	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1868.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	123,387	128,713	1,276,713
1869.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	126,065	119,169	121,408	1,294,095
1870.....	98,517	91,666	103,568	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
Michigan Southern & Northern Indiana:													
1867.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,866	4,120,162
1868.....	366,361	351,489	365,180	351,489	387,095	301,613	418,575	486,808	524,760	496,072	351,799	426,727	4,826,727
1869.....	312,846	277,234	412,715	413,970	418,474	384,684	338,686	384,401	429,177	496,655	429,646	382,218	4,660,328
1870.....	305,867	311,088	395,372	409,248	357,149	307,968	313,180	434,318	488,388	530,871	429,785	380,034	4,663,908
1869.....	362,021	338,335	378,735	452,429	399,930	366,117	308,502	437,000	521,326	543,886	436,399	437,603	4,981,153
1870.....	1,006,998*	880,693*	1,140,000*	473,644	445,142	408,189	727,045*	1,239,728*	1,279,002*	1,124,745*	1,048,272*	.....	.....
Michigan Central:													
1867.....	230,150	159,658	151,902	175,696	188,039	174,002	172,189	216,024	295,956	322,369	307,474	258,634	2,660,702
1868.....	242,073	245,858	236,432	236,432	206,221	193,328	216,449	308,168	375,488	339,794	306,186	318,068	3,168,068
1869.....	252,435	278,848	348,802	388,276	271,553	285,780	263,244	346,781	408,445	410,802	405,610	376,470	3,970,940
1870.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
Michigan Central:													
1867.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1868.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,968	464,778	506,296	412,934	330,373	4,371,073
1869.....	343,316	304,315	326,880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,261
1870.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	358,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	380,430	412,030	405,283	363,187	329,891	378,890	497,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867.....	519,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,739	1,101,771	775,616	438,323	5,633,606
1868.....	321,203	333,608	436,412	555,718	458,191	423,396	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646	.....
1869.....	454,590	330,400	420,961	460,288	630,844	678,923	686,531	625,547	724,732	1,040,102	801,195	96,966	7,250,660
1870.....	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1867.....	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,828	.....	.....
1870.....	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	.....	.....
Ohio and Mississippi:													
1867.....	210,329	260,466	309,261	269,444	224,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077	.....
1868.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	294,810	3,793,095
1869.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	306,454	278,701	310,762	302,426	251,613	3,380,588
1870.....	242,793	219,065	274,729	282,939									

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1868.....registered coupon	\$20,000,000	5	Jan. & July.	1874	107½
Loan of June 22, 1860.....registered coupon	matured.	5	" "	1874	108½
Loans of Feb. 8, July 1, Aug. 3, '61 registered coupon	180,738,100	5	" "	1871	110½
Oregon War Bonds of March 2, 1861.....coupon	946,000	6	" "	1881	110½
Loan of Feb. 25, 1862 (6-20s).....registered coupon	404,892,550	6	May & Nov.	1882	108½
Loan of March 3, 1864 (6-20s).....registered coupon	3,113,000	6	" "	1884	107
Loan of June 30, 1864 (6-20s).....registered coupon	104,138,000	6	" "	1884	110½
Loan of March 3, 1865 (6-20s).....registered coupon	185,075,750	6	" "	1885	107½
.. 2d series (6-20s).....registered coupon	269,535,550	6	Jan. & July.	1886	108½
.. 3d series (6-20s).....registered coupon	339,774,600	6	" "	1887	107½
.. 4th series (6-20s).....registered coupon	30,656,550	6	" "	1888	108
Loan of March 3, 1864 (10-40s).....registered coupon	194,567,300	5	Mar. & Sept.	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,832	5	Jan. & July.	1906-99	110½
Certificates of Mar. 2, 1867, and July 25, 1868.....	43,550,000	3	" "	Dem.	110½
Navy Pension Fund of July 23, 1868.....	14,000,000	3	" "	Dem.	110½
Loans of 1842, 1847 and 1848.....	33,550	5	" "	Due.	
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	" "	Due.	
Treasury Notes prior to 1857.....	89,825	6	" "	Due.	
Treasury Notes of 1857, '61 and '63.....	143,087	var	" "	Due.	
Treasury Notes (7-30s).....	550,900	7.3	" "	Due.	
Certificates of Indebtedness.....	5,000	6	" "	Due.	
Compound Interest Notes of 1863 and 1864.....	1,907,950	6	" "	Due.	
Pemporary Loan of June 30, 1864.....	80,810	var	" "	Due.	
U. S. Notes (greenbacks).....	366,101,086	nil	" "	Dem.	
Fractional Currency.....	39,995,089	"	" "	"	
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. .. (extended).....	2,414,800	5	" "	'83-'85	
.. .. (sterling).....	770,500	6	Jan. & July.	1886	
.. .. (" extended).....	732,800	5	" "	1886	
.. .. (new).....	690,200	8	" "	'94-'95	101½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1878	66
.. .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112½
.. .. 1860.....	177,500	7	" "	1880	
.. .. Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	
.. .. Bounty Bonds.....	982,000	7	" "	'83-'85	
Connecticut—War Bonds, My '61,(10 or 20yr).....		6	Jan. & July.	'71-'81	101½
.. .. Oct.'61,(10 or 20yr).....		6	" "	'72-'82	
.. .. Nov., 1863.....	7,513,692	6	" "	1883	
.. .. My '64,(10 or 20yr).....		6	April & Oct.	'74-'78	
.. .. May 1, 1865,(free).....		6	" "	1885	
.. .. (various) registered.....	867,500	6	Various.	Var.	
Florida—State Bonds.....	500,000	7	Jan. & July.	Var.	
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	93½
.. .. (").....	176,000	7	May & Oct.	1870	
.. .. (Act March 12, 1866).....	3,164,500	7	Jan. & July.	1886	
.. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81½
.. .. (").....	75,000	6	May & Oct.	1874	
.. .. (Atl. and Gulf R.R.).....	734,000	6	Feb. & Aug.	'78-'86	
.. .. (sterling).....	72,000	5	Mar. & Sept.	1869	
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870	
.. .. Interest Bonds.....	996,649	6	" "	1877	100½
.. .. Liquidation Bonds.....	193,400	6	" "	1865	
.. .. Refunded Stock.....	985,900	6	" "	'69-'77	100
.. .. Thornton Loan Bonds.....	104,000	6	" "	1869	
.. .. War Loan Bonds.....	543,200	6	" "	1879	100
.. .. Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	
.. .. " ".....registered	535,367	6	" "	1870	
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	
.. .. War Loan Bonds.....	210,000	6	May & Nov.	1888	
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868	
.. .. War and Defense Bonds of 1861.....	300,000	7	" "	1881	
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	
.. .. Territorial Debt Bonds.....	100,000	6	July.	'83-'84	
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. .. " ".....	339,000	5	May & Nov.	1879	
.. .. Military Bonds.....	160,000	5	April & Oct.	'69-'73	
Louisiana—State Bonds (Schools, &c.).....	635,000	6	Various.	'80-'93	
.. .. (Railroads).....	684,500	6	Jan. & July.	1893	
.. .. (Charity Hospital).....	2,092,000	6	Various.	'60-'06	71
.. .. (Levees).....	86,000	6	Mar. & Sept.	1872	
.. .. (").....	1,000,000	6	Various.	1886	69
.. .. (" 1867).....	2,414,000	6	May & Nov.	1907	
.. .. (" 1868).....	3,000,000	8	" "	1908	87
.. .. (Funding).....	494,800	6	Various.	'86-'88	66
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	
.. .. War Loan of 1861.....	171,000	6	Various.	'75-'78	97½
.. .. " ".....	800,000	6	" "	1871	100
.. .. " ".....	525,000	6	Mar. & Sept.	1883	97½
.. .. " ".....	2,832,500	6	June & Dec.	1889	97½
.. .. " ".....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838.....	802,000	5	J. A. J. & O.	1865	
.. .. " ".....converted	2,252,112	6	" "	'89-'90	
.. .. " ".....	1,214,580	5	" "	'89-'90	
.. .. " ".....	269,000	5	" "	1890	96½
.. .. " ".....	24,000	5	" "	1880	
.. .. " ".....	1,438,428	5	" "	'70-'85	96
.. .. " ".....	525,008	5	" "	'69-'99	95½
.. .. " ".....	46,282	5	" "	1890	79
.. .. " ".....	2,040,100	6	" "	1883	102
.. .. " ".....	100,000	6	" "	1878	
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AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83 1/2
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	...
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	92 1/2	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	90	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	\$,785,000	7 1/2	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,800,000	6 1/2	May & Nov.	New York.	'95-'96	...
1st Mortgage Eastern Ex.....	50,000	...	...	...	...	...	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	...
Bonds to State of Pennsylvania.....	\$,500,000	...	...	...	...	...	Central of Georgia:						
Androscoggin:							1st Mortgage.....	788,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	7 1/2	7 1/2	April & Oct.	London.	1879	....	2d Mortgage.....	800,000	7	May & Nov.	"	1875	108
1st Mortgage (Pennsylvania).....	7 1/2	7 1/2	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	102 1/2
1st Mortgage (Ohio).....	6,000,000	7 1/2	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7 1/2	7 1/2	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84 1/2
1st Mortgage (Buffalo Extension)	7 1/2	7 1/2	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7 1/2	7 1/2	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6 1/2	Jan. & July.	New York.	1895	90 1/2
2d Mortgage (New York).....	7 1/2	7 1/2	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,600,000	7 1/2	"	"	1885	...
2d Mortgage (Pennsylvania).....	3,000,000	7 1/2	"	London.	1882	....	Convertible bonds.....	1,600,000	7 1/2	"	"	1883	100
2d Mortgage (Ohio).....	7 1/2	7 1/2	Jan. & July.	"	1883	....	National Loan.....	25,851,000	6	"	"	1895	...
1st Consolidated Mortgage.....	20,000,000	7 1/2	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	6 1/2	"	"	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	...
Income Mortgage.....	\$,701,806	7 1/2	"	"	18—	....	Cheraw and Darlington.....	150,000	7	Jan. & July.	Charleston.	1870	...
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	...
1st Mortgage Consolidated.....	2,000,000	...	...	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	...	6 1/2	May & Nov.	New York.	1900	90
Portland City Loan (sinking fund).....	1,500,000	6	Various.	B. & N. Y.	'08-'70	99 1/2	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1886	90	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'90	98 1/2
2d Mortgage, sterling.....	885,500	6 1/2	"	London.	1886	...	Chester Valley:						
Sterling Loan.....	484,000	6 1/2	May & Nov.	"	1878	...	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1865.....	883,250	6	Jan. & July.	Baltimore.	1875	97	1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
Loan of 1880.....	679,500	6	"	"	1880	95 1/2	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	103
Loan of 1885.....	1,710,500	6	April & Oct.	"	1885	93 1/2	Income bonds (2d Mortgage).....	1,078,000	7	April & Oct.	"	1883	92 1/2
Baltimore City Loan of 1885.....	5,000,000	6	Jan. & July.	"	1890	...	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	455,500	6	"	"	1873	...	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	112 1/2
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	...	Trust Mortgage.....	150,000	8	"	"	1883	...
Bay de Noquet and Marquette:							Trust Mortgage, convertible.....	941,000	4 1/2	July.	Frankfort.	1890	...
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	...	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	...
Belleville:							Company bonds.....	400,000	7	March & Sept.	New York.	1890	...
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	...	Chicago, Cincinnati and Louisv.:						
Belleville and Snow Shoe:							1st Mortgage for \$1,000,000.....	400,000	7 1/2	Jan. & July.	New York.	1887	...
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1878	...	Chicago and Great Eastern:						
Belvidere Delaware:							Construction.....	400,000	7	April & Oct.	New York.	1895	...
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	85	Income.....	300,000	7	"	"	1895	41
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	86	Chicago, Danville and Vincennes:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	86	1st Mortgage S. F.....	2,500,000	7 1/2	April & Oct.	New York.	1900	96
Blue Ridge, S. Car.:							Chicago, Iowa and Nebraska:						
1st Mortgage of \$2,500,000.....	2,500,000	7	Jan. & July.	Charleston.	1898	...	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	...
Boston and Albany:							Chicago and Milwaukee, (45 m.):						
Sterling Loan.....	2,051,820	6 1/2	April & Oct.	London.	'90-'71	...	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	90
Dollar Loan.....	798,000	6	"	Boston.	1875	...	Chicago and North-western:						
Boston, Clinton and Fitchburg:							Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	...	Funded Coupons.....	755,000	7	May & Nov.	"	1888	22
Boston, Concord and Montreal:							General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	94 1/2
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1885	94 1/2	1st Mortgage.....	184,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99 1/2	1st Mortgage, Appleton Ext.....	300,000	7	"	"	1885	87 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	...	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	...
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89 1/2	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	...
Boston, Hartford and Erie:							Elgin and State L. purchase b'ds	138,000	6	"	"	1878	...
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	55	Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	88 1/2
1st Mortgage (new) for \$20,000,000.....	20,000,000	7	Jan. & July.	Boston.	1899	22 1/2	Equipment Bonds.....	825,000	10	May & Nov.	"	'08-'71	...
Boston and Lowell:							1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	100
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	...	2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1876	95
Scrip certificates.....	366,000	8	April & Oct.	"	1873	96 1/2	1st Mortgage (Peninsula R.R.).....	855,000	7	March & Sept.	"	1898	89
Wharf purchase bonds.....	200,000	6	"	"	1879	97 1/2	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,129,000	7	Jan. & July.	"	1898	...
Buffalo, Bradford and Pittsburg:							1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1888	...
1st Mortgage.....	590,000	7	Jan. & July.	New York.	1886	...	Chicago, Rock Island and Pacific:						
Buffalo, Corry and Pittsburg:							1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	...
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	...	1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1896	96 1/2
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	...	Chillicothe and Brunswick:						
Buffalo and Erie:							1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	...	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	...
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	...	Cincinnati, Hamilton and Dayton:						
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	...	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Buffalo, New York and Erie:							3d Mortgage.....	500,000	8	Jan. & July.	"	1885	...
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	188 1/2	New Mortgage.....	282,000	7	"	"	1877	...
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	Cincinnati and Indiana:						
Burlington, Cedar Rapids & Minn.:							1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	85	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	80 1/2
Burlington and Missouri River:							Cincinnati and Indianapolis Junction:						
Land Grant Mortgage.....	4,699,608	7	April & Oct.	New York.	1893	90	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	...	2d Mortgage.....	800,000	7	March & Sept.	"	1898	...
2d Convertible bonds.....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	91
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	91½	3d Mortgage.....	6,000,000	7	" "	" "	1883	88
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	83
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	925,500	7	June & Dec.	" "	1889	79
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99	Sterling Loan \$200,000.....	4,844,444	6*	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.)....	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage sinking fund..	15,000,000	7	April & Oct.	New York.	1908	82½	Evansville and Crawfordville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	64½	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" & "	Providence.	18—	
Consol. 2d Mortgage sinking fund..	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	
1st Mortgage for \$500,000.....	245,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" & "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	'76-'77	98½	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	94
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	'70-'75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	84	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	187,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Ca.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock.....	25,592,860	4*	" "	" "	18—	
Danv., Urbana, Blooming. & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan \$573,658.....	2,782,387	6*	" & "	Ottawa.		
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds \$515,200.....	2,983,720	6*	" & "	London.	'73-'76	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds \$547,000.....	2,652,950	5*	" & "	" "	'77-'78	
Dayton and Union:							Stock Debentures \$48,700.....	226,500	5*	" & "	" "	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	106
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	80½
2d Mortgage.....	403,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	106½
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	900,000	7	Jan. & July.	" "	1883	
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	860,000	8	" "	" "	1874	106½
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96	Ten per cent. Loan.....	500,000	10	" & "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98	1st Mort. (Quincy and Palmyra).	500,000	8	" & "	" "	18—	
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	94	1st Mort. (Kan. City & Cameron)	1,200,000	10	" & "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	96
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	Hartford.	1870	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)..	1,361,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,038,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96½	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	1¼
1st Mortgage (construction).....	690,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	418,000	7	April & Oct.	Philadelphia.	1870	91
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	480,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,187,500	7	April & Oct.	New York.	1875	106
East Pennsylvania:							Construction.....	382,000	6	" "	" "	1875	
1st Mortgage, Sinking Fund....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,500,500	6	" "	" "	1890	
Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6*	" "	London.	1876	
Tennessee Loan (old).....	1,087,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	840,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	126,400	7	" "	" "	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	82
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72		Iowa River:						
2d Mortgage, (convert. sterling)...	430,000	5*	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1888	
2d Mortgage, convertible.....	78,000	6	Feb. & Aug.	Boston.	1874	100½	Jackson, Lansing and Saginaw:						
1st Mortgage (Exeter Railroad)...	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,405,000	8	Jan. & July.	New York.	1884	96½
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	94½	Jeffersonville (J. M. & L.):						
Edgfield and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1878	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian:						
Wmira and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	90½	Joliet and Chicago:						
Income Bonds.....	870,000	5	April & Oct.	" "	1872	58½	1st Mortgage, guaranteed, S. F..	500,000	8	Jan. & July.	New York.	1883	106
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bazas to Winn.)...	1,000,000	6*	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	96
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexington.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	Income of '61, '62, '65 and '67...	1,069,800	6	Jan. & July.	New York.	1891	....
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Liquidation (10 year) bonds.....	556,421	8	May & Nov.	Mobile.	1887	....
Keokuk and St. Paul:							Interest bonds.....	697,900	8	"	New York.	1876	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Montgomery and Eufala:						
Knoxville and Charleston:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and West Point:						
Knoxville and Kentucky:							Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income Bonds.....	806,900	8	"	"	1876	....
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Mortgage Bonds.....	719,600	8	"	"	1881	....
Lackawanna and Bloomsburg:							Morris and Essex:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	100
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	97
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Nashville and Chattanooga:						
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lake Erie and Louisville:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lawrence:							Nashville and Decatur:						
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh and Lackawanna:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	2d Mortgage.....	500,000	6	"	New York.	1887	....
Lehigh Valley:							Nashville and Northwestern:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'98-'04	....
New Mort. free of taxes.....	1,917,000	6	June & Dec.	"	1898	94½	2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	93	Naugatuck:						
Little Miami:							1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Newark and New York:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Rock and Fort Smith:							Newburg & New York (Oct. 1, '65):						
1st Mortgage for \$3,500,000.....	.....	6*	.....	Boston	....	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							New Bedford and Taunton:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Long Island:							New Brunswick and Canada:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	Newcastle and Beaver Valley:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville, Cincin. and Lexington:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	....	New Haven and Darby:						
Louisville and Frankfort:							1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Northampton:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville and Nashville:							1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	New Jersey:						
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	98
1st Mortgage, Bardonia Branch.	27,500	7	Jan. & July.	"	1870	....	New London Northern:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1896	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville Loan, Leb. Br. Ext....	833,000	6	April & Oct.	"	1893	....	N. Orleans, Jackson & Gt. North.						
Consolid. 1st mort. for \$9,000,000	2,000,000	7	"	"	1898	90	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Louisville, N. Albany & Chicago.							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort. Albany & Salem	2,235,000	6	— & —	New York.	1892	....	N. Orleans, Opelousas & Gt. Wtn.						
Macon and Brunswick:							1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	2d Mort. (F.) for \$1,000,000 (80m.)	....	8	Jan. & July.	"	1887	....
Mahanoy and Broad Mountain:							New York Central:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91
Maine Central:							Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	102
\$1,100,000 Loan.....	1,098,600	6*	Feb. & Aug.	Boston.	'90-'91	99	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	89
Bangor City Loan.....	621,000	6	April & Oct.	Bangor.	1874	....	Bonds for real estate.....	182,000	6	"	"	1883	86
2d Mort. (Fenob. & Kan. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds and mortgages.....	58,215	7	various.	"	var.	....
Marietta and Cincinnati:							Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	....
1st Mortgage.....	2,454,242	7	Feb. & Aug.	Baltimore.	1891	93½	Renewal bonds of 1898.....	2,900,000	6	June & Dec.	"	1887	87
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	New York and Flushing:						
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	75	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Scotelo and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Harlem:						
Memphis and Charleston:							1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	100
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	New York and New Haven:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, Indorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	98
Mortgage (road and land).....	1,800,000	8	May & Nov.	"	1890	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Norfolk and Petersburg:						
Michigan Central:							1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	North Eastern:						
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	117	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
Michigan Southern & North. Ind.							North Missouri:						
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	99	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1885	87½
2d Mortgage.....	2,693,000	7	"	"	1877	94½	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93½	North Pennsylvania:						
Minlin and Centre County:							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	111
Milwaukee & Chicago (40 miles):							2d Mortgage.....	276,500	7	May & Nov.	"	18—	96½
1st Mortgage (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	North Shore, L. I.:						
2d Mortgage (").....	10,500	7	June & Dec.	"	1898	....	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
Milwaukee and St. Paul.							Northern Central:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	95	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	83	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	94
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	105½	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	87½
2d Mortgage (P du U.).....	798,000	7.3	"	"	1898	93½	Consol. Mort. for \$6,000,000.....	1,874,000	6*	Jan. & July.	"	1900	94
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	88	Northern New Hampshire:						
Mississippi Central:							Company Bonds of 1854.....	120,600	6	April & Oct.	Boston.	1874	99
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Jersey:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
Mississippi and Tennessee:							North Western Virginia:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	94½
2d Mortgage for \$1,500,000.....	989,000	8	Jan. & July.	"	1890	....	3d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1886	91
Mobile and Girard:													
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1887.....	\$339,000	8	March & Sept.	Co.'s shops.	1887		1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	90
New Loan for \$900,000.....		8			1887		Consolidated Bonds.....	300,000	6	"	"	1886	
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	108
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	
Equipment Bonds.....	300,000	8	"	"	'09-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	97
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	90	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	
Consolidated Mort. for \$5,000,000	1,652,000	7	Jan. & July.	"	1898	89	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	
Consolidated Mort. sterling.....	83,420		"	London.	1898		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	92
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	78	Plaza and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95	2d Mortgage.....	525,000	10	"	"	1894	
Company Bonds.....	458,000	6	April & Oct.	"	1875	95	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,120,500	6	Jan. & July.	"	1875	74	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	82
3d Mort. " " "	578,500	6	May & Nov.	Richmond.	1873	83	Raritan and Delaware Bay:						
4th Mort. " " "	381,700	8	March & Sept.	Alexandria.	1880	78	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	76	2d Mortgage.....	250,000	7	"	"	1888	
Va. State Loan.....	249,962	6	"	"	1887		Equipment Bonds, convertible..	226,000	7	"	"	1876	
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	
Oswego and Rome.....							2d Mortgage.....	350,000	7	June & Dec.	"	1884	
1st Mort. guar. by R. W. & O...	850,000	7	May & Nov.	New York.	1916		Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891		1st Mortgage (R. & S.).....	160,000	7	Jan. & July.	New York.	1873	
Oswego and Syracuse:							1st Mortgage (Bar. & Whitehall)	400,000	7	March & Sept.	"	1886	
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80		1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	"	1890	70
2d Mortgage.....	375,000	7	"	"	1885		2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	
Pacific Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	95	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	
St. Louis Loan.....	700,000	6	"	"	'71-'78	95	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'80	
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'80	74
1st Mortgage, Sterling.....	93,847	7	April & Oct.	London.	1875		Rich, Frederickburg & Potomac:						
2d Mortgage, Sterling.....	2,594,000	7	Feb. & Aug.	"	1872		Company Bonds, sterling.....	87,778	6	Jan. & July.	London.	1876	
General Mortgage, Sterling.....	2,890,330	7	April & Oct.	"	1897		Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Company Bonds (coup. & reg.)...	120,800	7	June & Dec.	N. Y. & Rich.	1875	
Pemberton and Hightstown:							Company Bonds (coupons).....	178,000	8	March & Sept.	Philadelphia.	1870	
1st Mortgage endorsed.....	100,000	7	"	New York.	1877		Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	
1st Mortgage for \$16,000 per m..	855,000	7	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'09-'76	
1st Mort. { Harriab. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100	Rockford, R. Island & St. Louis:						
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1876	100	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96
3d Mort. { " " " }	2,283,840	6	"	London.	1875		Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96	1st Mortgage.....	1,384,000	7	"	New York.	18—	
State lien on whole property....	6,232,755	5	April & Oct.	Harrisburg.	1890		Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures....	3,620,728	6	J. A. J. & O.	Philadelphia.	'69-'71		1st Mortgage, Sinking Fund....	671,000	7	June & Dec.	New York.	1891	92
Pennsylvania and New York:							Sinking Fund (Water & Rome)	757,500	7	March & Sept.	"	1890	
1st Mortgage guaranteed.....	2,097,000	7	June & Dec.	Philadelphia.	18—	91	1st Mort. (Potomac & Watert.)...	611,500	7	June & Dec.	"	'09-'74	
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—		2d Mort. conv. into com. stock..	987,500	7	"	"	1868	65
2d Mortgage.....	256,000	8	"	"	18—		Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1876	
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107
Perkimen:							1st Mortgage (in Iowa 62 m.)...	150,000	10	"	"	1898	
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	76	2d Mortgage (").....	500,000	7	"	"	1892	90
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	82
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	102	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	71
1st Mortgage (General).....	5,000,000	6	"	"	1881	92	St. Louis and Iron Mountain.						
2d Mortgage.....	4,000,000	6	"	"	1901	85	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	89
3d Mortgage for \$3,000,000....	600,000	7	Jan. & July.	"	1885	85	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norlet:							1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	92
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,000	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1898	
Bonds of 1861.....	102,000	6	Jan. & July.	"	1871	94	St. Louis, Vandalia & T. Haute:						
Bonds of 1866-48-49 and 49....	2,497,800	6	"	"	1880	100	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	
Bonds of 1867, convertible.....	171,500	6	"	"	1880	100	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	
Bonds of 1868, Sterling, conv....	288,000	8	"	London.	1880		St. Paul and Chicago:						
Bonds of 1868, Sterling, conv....	288,000	7	"	"	'72-'77		1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	81	St. Paul and Pacific 1st Division:						
Mort. bonds of '68, clear of taxes	2,265,000	7	"	Philadelphia.	1893	104	1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	
Philadelphia and Trenton:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	
1st Mort. (Camden & Amboy)...	300,000	6	May & Nov.	Philadelphia.	1868		2d Mortgage and Land Grant....	1,300,000	7	June & Dec.	"	1892	
Philadelphia Loan, convertible....	335,000	6	Jan. & July.	Philadelphia.	1884	93	General Mort., stg. for \$780,000		7	Jan. & July.	London.	18—	
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	94	St. Paul and Sioux City:						
Bonds of 1867.....	945,000	6	"	"	1887	94	1st Mortgage for \$16,000 p. m...	100,000	7	Jan. & July.	New York.	1898	
Pittsburg, Cincinnati & St. Louis:							Salem and Lowell:						
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900		1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1876	96
Pittsburg and Connellsville:							Sandusky, Mansfield and Newark:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	
1st Mort. (new) for \$4,000,000...		7	Jan. & July.	Baltimore.	1898	92	Funded Coupons.....	860,000	7	"	"	1875	
Port Huron and Lake Michigan:							Savannah and Charleston:						
1st Mortgage for \$16,000 p.m....	1,800,000	7	May & Nov.	N. Y. & Lond.	1899		1st Mortgage \$5,000 per mile....	500,000	7	Jan. & July.	New York.	1889	
Potomac and Watert. (R.W. & O.)							Schuykill and Susquehanna:						
1st Mortgage, guaranteed.....	511,500	7	June & Dec.	New York.	'09-'74		1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia	1878	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	&	New York.	1880		Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	or	"	1890	....
1st Mortgage.....	70,875		&	"			" " 3d class...	154,000	7	Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000		&	"			" " 4th class...	1,283,000	7		"	1890	....
3d Mortgage.....	665,000		&	"			Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872		2d Mortgage.....	23,500	6	"	"	1888	74
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1884		3d Mortgage (Enlarged).....	900,000	6	"	"	1884	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887		Income Bonds.....	138,500	6	"	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	82
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872		Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884		Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898		Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898		1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874		1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	"	"	1876		West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	97
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880		2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds £452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'86		Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91½
Sterling Bonds £59,031.....	262,366	6*	"	Charleston.	'71-'85		Loan of 1886 for \$1,000,000.....	983,500	6	Jan. & July.	"	1886	....
Domestic Bonds.....	418,010	6	"	"	'73-'74		Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	97
Domestic Bonds.....	683,500	7	April & Oct.	"	'69-'72		Western (Boston and Albany):						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91		Sterling Loans, £299,900.....	2,061,520	5*	April & Oct.	London.	'69-'71	
South and North Alabama:							Dollar Bonds.....	708,000	6	"	Boston.	1875	101
1st Mort. (\$16,000 p.m.) endorsed		8	&	New York.	1880		Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1890	90	1st Mortgage unendorsed.....	400,000	6	"	"	1890	77
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	88
2d Mort. guar. by Petersburg...	300,000	6	Jan. & July.	Petersburg.	'70-'75		2d M. for \$500,000, end. by W.Co.	300,000	6	"	"	1890	81
3d Mort. (for City Point R. R.)...	175,000	6	"	"	'65-'68		New Preferred mortgage.....	600,000	6	"	"	1890	59
4th Mortgage.....	317,000	6	"	"	'70-'72		Western Pacific:						
Consol. Mortgage.....		8	"	New York.	'84-'90		1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,971,000	0	"	"	1899	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	80½	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85		Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871		Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888		Wiconico and Pocumoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871		Wilm. Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886		1st Mortgage guar. by State.....		8	"	"	1897	84½
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	&	New York.	1874		1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	"	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875		1st Mortgage, 3d pref.....	528,000	7	"	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880		2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876		1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	&	Philadelphia.	1876	86½	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89½
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	&	New York.	18—		3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	90	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	82	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	82	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	66½	Sterling, guaranteed.....	4,375,000	5*	Jan. & July.	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	"	Baltimore.	1885	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94½	Delaware Division:						
1st M.L.Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	84½	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)	1,600,000	7	"	"	1871		1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	73½	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	83	Delaware and Raritan (Sec Cam						
Troy and Boston:							den and						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		Erie of Pennsylvania.						
2d Mortgage.....	300,000	7	April & Oct.	"	1885		1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875		Interest Bonds.....	161,900	7	"	"	18—	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882		Lehigh Canal and Navigation:						
Troy Union:							1st Loan.....	126,913	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		2d Loan.....	5,606,100	6	"	"	1884	83
2d Mortgage, guaranteed.....	300,000	6	"	"	1878		3d Loan.....	2,000,000	6	"	"	1897	89
Union Pacific:							Gold Loan.....	2,000,000	6*	"	"	1894	....
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	73½	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	85½
2d Mortgage (Gov. subsidy).....	27,236,512	6	"	"	'95-'99		Convertible Loan.....	1,496,879	6	"	"	1877	78
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y. & Boston	'87-'89	57	Monongahela Navigation:						
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	38½	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	87,000	6	"	"	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895		Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895		1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	83½
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	"	"	1876	76
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895		Boat Loan.....	232,087	6	"	"	1885	77
1st Mortgage on 254 miles.....	4,083,000	6*	June & Dec.	"	1896		North Branch:						
2d Mortgage (Gov. subsidy).....	6,308,000	6	Jan. & June	"	'95-'97		1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896		Schuylkill Navigation:						
Land Grant Mort. for \$500,000.	361,000	7	March & Sept.	"	'71-'78		1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	86
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	"	1916		2d Mortgage.....	3,980,870	6	Jan. & July.	"	1882	78
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	70
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	"	Philadelphia.	1891	88½	Mt. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	102	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1875	68
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92½	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	8
1st Mortgage.....	388,000	7	April & Oct.	New York.	1890		West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	"	Boston.	1880		1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1873	....
Mortgage.....	293,300	7	"	New York.	1889		Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	88½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Year ending	Railroad		Rolling Stock		Companies	Property and Assets				Liabilities				Railroad Operated			Operations			Earnings		Value of Shares					
	Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.		Engines.	Cars.		Freight.	P. M. E.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	Tons.	Number.	M.	Gross.	Net.	Dividends.	Par.	P. c.	
Sept. 30, 1899	37.0	1.0	1.0	1.0	1.0	Adirondack	2,146,579	16	1	1	1	1	1	1	1	1	25.0	21,132	254,295	290,735	25.0	25,511	1,253	100	100		
Oct. 31, 1899	37.0	1.0	1.0	1.0	1.0	Albany and Chatham	1,185,162	7	1	1	1	1	1	1	1	1	70.0	421,816	7,820,858	9,214,589	70.0	697,846	237,353	100	100		
Nov. 30, 1899	37.0	1.0	1.0	1.0	1.0	Albany and Susquehanna	1,915,532	383	1	1	1	1	1	1	1	1	182.0	421,816	7,820,858	9,214,589	182.0	1,204,777	510,925	100	100		
Dec. 31, 1899	37.0	1.0	1.0	1.0	1.0	Allegheny Valley	800,000	115	1	1	1	1	1	1	1	1	182.0	421,816	7,820,858	9,214,589	182.0	1,204,777	510,925	100	100		
Jan. 31, 1899	37.0	1.0	1.0	1.0	1.0	Androscooggin	800,000	115	1	1	1	1	1	1	1	1	80.0	118,000	(Leased to Chesapeake)		80.0	118,000	7,600	100	100		
Feb. 28, 1899	37.0	1.0	1.0	1.0	1.0	Ashuelott	1,200,238	94	1	1	1	1	1	1	1	1	86.7	3,844,135	42,062,418	319,717,106	86.7	3,844,135	42,062,418	100	100		
Mar. 31, 1899	37.0	1.0	1.0	1.0	1.0	Atlantic and West Point	1,200,238	94	1	1	1	1	1	1	1	1	86.7	3,844,135	42,062,418	319,717,106	86.7	3,844,135	42,062,418	100	100		
Apr. 30, 1899	37.0	1.0	1.0	1.0	1.0	Atlantic and Gulf	5,785,188	327	1	1	1	1	1	1	1	1	238.7	4,011,575	784,340	274,538	238.7	784,340	274,538	100	100		
May 31, 1899	37.0	1.0	1.0	1.0	1.0	Atlantic and North Carolina	2,775,960	63	1	1	1	1	1	1	1	1	96.0	4,011,575	784,340	274,538	96.0	106,801	22,638	100	100		
Jun. 30, 1899	37.0	1.0	1.0	1.0	1.0	Atlantic and St. Lawrence	2,775,960	63	1	1	1	1	1	1	1	1	96.0	4,011,575	784,340	274,538	96.0	106,801	22,638	100	100		
Jul. 31, 1899	37.0	1.0	1.0	1.0	1.0	Avon, Genesee and Mount Morris	2,775,960	63	1	1	1	1	1	1	1	1	96.0	4,011,575	784,340	274,538	96.0	106,801	22,638	100	100		
Aug. 31, 1899	37.0	1.0	1.0	1.0	1.0	Baltimore and Ohio	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Sept. 30, 1899	37.0	1.0	1.0	1.0	1.0	Baltimore and Ohio	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Oct. 31, 1899	37.0	1.0	1.0	1.0	1.0	Bay of New York and New Jersey	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Nov. 30, 1899	37.0	1.0	1.0	1.0	1.0	Bay of New York and New Jersey	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Dec. 31, 1899	37.0	1.0	1.0	1.0	1.0	Bennington and Rutland	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jan. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Feb. 28, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Mar. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Apr. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
May 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jun. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jul. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Aug. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Sept. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Oct. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Nov. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Dec. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jan. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Feb. 28, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Mar. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Apr. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
May 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jun. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jul. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Aug. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Sept. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Oct. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Nov. 30, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Dec. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Jan. 31, 1899	37.0	1.0	1.0	1.0	1.0	Berkshire	1,650,000	315	1	1	1	1	1	1	1	1	103.5	3,844,135	42,062,418	319,717,106	103.5	3,844,135	42,062,418	100	100		
Feb. 28, 1899	37.0	1.0	1.0	1.0	1.0																						

[illegible]

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in "Utilities." State-old Railroads are distinguished by a "1" and Grand Railroads are printed in "Italics." State-old Railroads are distinguished by a "1" and Grand Railroads are printed in "Italics." A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertainable."

[illegible]

Dec. 31, 1860	72.0	3.011E6	North Louisiana and Texas	20,500,000	991,064	7,500,000	381.0	2,084,486	482,124	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
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Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8	North Missouri	6,050,105	965,987	3,150,000	97.7	1,182,731	182,134	100
Mar. 31, 1880	121.1	28.8	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Apr. 30, 1890	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
May 31, 1900	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jun. 30, 1910	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jul. 31, 1920	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Aug. 31, 1930	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Sept. 30, 1940	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Oct. 31, 1950	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Nov. 30, 1960	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Dec. 31, 1970	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Jan. 31, 1980	123.0	2.6	North Pennsylvania	5,465,411	86,788	3,150,000	97.6	1,182,731	182,134	100
Feb. 28, 1870	83.3	147.8								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

as asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "all," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "y."

Abstract of General Balance Sheet.																							
Railroad.			Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.									
Years ending.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Freight.	B. M. E.	Cars.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.		Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passenger.	Freight.	Net.	Dividends.	
Sept. 30, 1899	62.0	13.0	2.9	67.5	5	4	6	31	1,340,832			781,288	547,380	125,000	1,000,000	1,850,000	68.0	62,977	2,919,249	470,211	61,400	21,762	100
Dec. 31, 1899	13.0	13.0	0.4	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	180,000	92,994	100
Sept. 30, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	282,647	92,994	100
Sept. 30, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	42,992	31,409	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	21,716	31,409	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	18,001	31,409	100
Sept. 30, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	132,644	132,644	100
Sept. 30, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	239,908	239,908	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	671,446	671,446	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	82,000	82,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	1,072,595	1,072,595	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	2,204,581	2,204,581	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	3,000,000	3,000,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	4,200,000	4,200,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	5,400,000	5,400,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	6,600,000	6,600,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	7,800,000	7,800,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	9,000,000	9,000,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	10,200,000	10,200,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	11,400,000	11,400,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	12,600,000	12,600,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	13,800,000	13,800,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	15,000,000	15,000,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	16,200,000	16,200,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	17,400,000	17,400,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	18,600,000	18,600,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	19,800,000	19,800,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	21,000,000	21,000,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	22,200,000	22,200,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	23,400,000	23,400,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	24,600,000	24,600,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	25,800,000	25,800,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	27,000,000	27,000,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	28,200,000	28,200,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	29,400,000	29,400,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	30,600,000	30,600,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	31,800,000	31,800,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	33,000,000	33,000,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	34,200,000	34,200,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,000			1,000,000	1,000,000	1,000,000	1,000,000	1,850,000	78.0	62,977	2,919,249	470,211	35,400,000	35,400,000	100
Oct. 31, 1899	13.0	13.0	1.0	13.0	6	6	6	150	1,850,8														

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length equi. single track	Horses a. 1 Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- stand- ing.	inter st. Rate.	Pay- able.	Princi- pal Pay- able.	Mar- ket Price
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '99	7.25	94	14	Albany.....N.Y.	150,309	99,800								Albany:	40,000					
Nov. 30, '99	1.05			Albany st. Freight (B'ton). Mass.	49,749	150,000								1st Mortgage.....	604,000					
Oct. 31, '99	3.41	11	4	Allentown.....Pa.	27,739	30,514								Bleeker St. & Fulton Ferry:						
Dec. 31, '99	31.00	479	73	Baltimore City.....Md.										1st Mortgage.....	100,000					
Nov. 30, '99	2.66			Bleeker st. & F.F. (N.Y.C.) N.Y.	1,762,725	900,000	694,000	23,300	78,317	21,467				Broadway (Brooklyn):						
Nov. 30, '99	3.06			Boston and Chelsea.....Mass.	110,000	110,000								1st Mortgage.....	500,000					
Nov. 30, '99	10.76	185	46	Boston & West Roxbury. Mass.	41,000	41,000								Broadway and 7th Avenue:						
Sept. 30, '99	16.00	775	103	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	1st Mortgage.....	80,000					
Sept. 30, '99	16.00	775	103	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	Brooklyn City & Newtown:						
Sept. 30, '99	7.00	100	28	Brooklyn, Bath & Coney I. N.Y.	179,789	100,000	80,000		30,153	Loss.		100	100	1st Mortgage.....	200,000					
Sept. 30, '99	11.00	178	37	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	Brooklyn, Prosp. P. & Flatb.:						
Sept. 30, '99	19.25	22	8	Brooklyn City & Newtown. N.Y.	600,000	590,000	4,000	34,438	134,615	21,999		100	100	1st Mortgage.....	278,000					
Sept. 30, '99	4.50			B'klyn. Prosp. P. & Flatb. N.Y.	537,944	261,400	278,000		72,720	5,718		100	100	Brooklyn & Rockaway B'ch:						
Sept. 30, '99	15.21	180	51	B'klyn. Flatb. & Coney Isl. N.Y.		10,000	100,000	(Not in operation.)				100	100	1st Mortgage.....	45,000					
Sept. 30, '99	11.50	87	13	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957		100	100	Buffalo street:						
Nov. 30, '99	28.52			Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.		100	100	1st Mortgage.....	316,500					
Sept. 30, '99	1.76	20	4	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94		77,500	9.0	100	100	Cambridge (Boston):						
Sept. 30, '99	36.00	131	125	Central City (Syracuse).....N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	1st Mortgage sinking fund	150,000					
Oct. 31, '99	8.43	200	32	Citizens' P. & N. E.R. (N.Y.C.) N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997		100	100	Central Park, N. & E. River:						
Oct. 31, '99	9.06	139	26	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			240,293	81,318	36 1/2	50	194	1st Mortgage.....	628,000					
Oct. 31, '99	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	144,568	38,078	19 1/2	50	44	Citizens' (Pittsburg):						
Oct. 31, '99	14.83	212	16	Coney Island (Brooklyn).....N.Y.	647,364	500,000	214,000	29,131	145,047	13,067		100	100	1st Mortgage.....	56,300					
Sept. 30, '99	22.79	805	107	Dry Dock, E.R. & B. (N.Y.C.) N.Y.	859,180	1,200,000	700,000		738,090	180,104	100	100	Coney Island and Brooklyn:							
Sept. 30, '99	3.50			Dunkirk and Fredonia.....N.Y.	42,643	34,825		1,337	8,490	4,162	3	100	100	D. Dock, E. B'dw. & Battery:						
Oct. 31, '99	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562			8,565	1,237	2 1/2	25	20	1st Mortgage.....	700,000					
Sept. 30, '99	19.00	151	157	Elighth Avenue (N.Y. City) N.Y.	1,527,023	1,000,000	203,000		835,447	200,354	12.0	100	100	Eighth Avenue (N. Y.):						
Oct. 31, '99	2.26	18	4	Elrie City.....Conn.	32,915	18,550	17,272		12,444	2,749	50	9		1st Mortgage.....	203,000					
Sept. 30, '99	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456		100	100	42d st. & G'd st. Ferry (N.Y.):						
Sept. 30, '99	9.93			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	260,000		376,993	112,240	10.0	100	100	1st Mortgage.....	160,000					
Oct. 31, '99	16.36	273	45	Frankford & Southwark (Ph.) Pa.	762,441	491,750	198,000		308,138	61,719	6 1/2	50	49 1/2	Real Estate.....	100,000					
Sept. 30, '99	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	59,053	42,500	12,700	2,000	12,698	545		100	100	Frankford and Southwark:						
Oct. 31, '99	34.25	360	59	Germantown (Phila.).....Pa.	582,270	307,545	350,000		348,021	123,493	19 1/2	50	15	1st Mortgage.....	198,000					
Oct. 31, '99	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000			136,885	35,507	10	50	17	Germantown:						
Sept. 30, '99	8.00			Grand st. & Middle Vil. N.Y.	75,000	125,000	190,000		37,890	10,205	100	100	1st Mortgage.....	250,000						
Sept. 30, '99	5.50	90	15	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000		82,066	7,093		100	100	Green and Coates (Phila.):						
Oct. 31, '99	5.98	199	39	Green and Coates st. (Phila.) Pa.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	1st Mortgage.....	100,000					
Sept. 30, '99	10.00	107	22	Harlm. Br. Morr. & F'dham. N.Y.	255,225	114,010	130,000	3,000	72,802	4,770		100	100	Grand st. and Newtown:						
Oct. 31, '99	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	2,222	25	24		1st Mortgage.....	30,000					
Dec. 31, '99	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000						100	100	Harl. Br. Morris's & Fordh:						
Oct. 31, '99	14.10	339	56	Hest. Mant. & F'mount (Ph.) Pa.	470,619	306,390	164,400	1,500	283,927	63,060	24	50	7	1st Mortgage.....	130,000					
Dec. 31, '99				Hoboken and Weehawken. N.J.										Hestonv. Mantua & Fairm.:						
Sept. 30, '99	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	1st Mortgage.....	25,900					
Dec. 31, '99	10.47			Jersey City & Bergen Point. N.J.										Hudson Av. (Brooklyn):						
Sept. 30, '99	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000			22,390	2,405		100	100	1st Mortgage.....	74,000					
Oct. 31, '99	5.20	113	17	Lombard and South st. (Ph.) Pa.	118,892	90,000	62,500	11,462	78,378	6,258	25	9		Lombard and South st. (Ph.):						
Nov. 30, '99	4.04	49	9	Lowell Horse.....Mass.	70,000	55,530			31,469	6,385	2.0	100	36	1st Mortgage.....	62,500					
Nov. 30, '99	12.61	225	35	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010		100	20	Lynn and Boston:						
Nov. 30, '99	3.75			Malden and Melrose (B'tn). Mass.	60,264	49,224			oper. M. dilex.			100	100	1st Mortgage sinking fund	50,000					
Nov. 30, '99	1.00			Marginal Freight (Boston). Mass.	190,646	119,000		33,636	13,679			100	30 1/2	Malden and Melrose:						
Nov. 30, '99	3.34			Medford & Charleat. (B'tn). Mass.	36,600	21,900	4,500		oper. M. dilex.			100	100	1st Mortgage guaranteed.	62,900					
Nov. 30, '99	5.11	39	6	Merrimack Valley.....Mass.	42,468	50,000		6,201	28,732	Loss.		100	30	Metropolitan (Brooklyn):						
Sept. 30, '99	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	1st Mortgage.....	191,900					
Nov. 30, '99	44.18	914	107	Metropolitan (Boston).....Mass.	1,594,491	1,250,000	233,457	821,332	134,567	10.0	100	69 1/2		Middlesex (Boston)						
Nov. 30, '99	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	62 1/2	1st Mortgage sinking fund	90,038					
Sept. 30, '99	12.20	172	53	Ninth Avenue (N.Y. City) N.Y.	474,198	797,320	167,000		110,179	3,330		100	62 1/2	Ninth Avenue (N. Y.):						
Nov. 30, '99	3.31	16	2	Northampton & W'mburg. Mass.	300,000	300,000		2,608	9,757	Loss.		100	100	1st Mortgage.....	167,000					
Nov. 30, '99	2.11	7	2	North Woburn (Boston).....Mass.	27,802	20,000	8,000	4,090	6,772	1,313		50	50	Orange and Newark:						
Oct. 31, '99	7.25	81	14	Oakland & E. Liberty (Ph.) Pa.	118,892	69,500	17,000	50,163	47,781	8,462	50	50		1st Mort. Broad street						

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire, guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	6	6	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie, guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa, pref. and guar.	2,200,000	7	7	72
Cayuga and Susquehanna, guar.	589,110	9	9	100
Cedar Rapids & Missouri, preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	20
Chemung, guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	7	84
Chicago and Alton, pref.	2,425,400	7	7	100
Chicago and Iowa and Nebraska, guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	20,370,233	7	7	82
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo, guar.	6,250,000	8	8	100
Cocheco, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	100
Delaware, guaranteed.	594,261	6	6	100
Detroit & Milwaukee, preferred and guaranteed.	1,600,000	6	6	100
Dubuque and Sioux City, preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.), guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua, guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	600,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	80
Erie, preferred.	8,536,910	7	7	47
Evansville and Crawfordville pref.	100,000	100	100	100
Hannibal and St. Joseph, pref.	5,253,836	100	100	100
Harrisburg and Lancaster, guar.	1,182,550	7	7	100
Housatonic, preferred.	1,180,000	8	8	105
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	34
Joliet and Chicago, guar.	1,600,000	7	7	100
Joliet and Northern Indiana, guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	600,000	7	7	100
Leds and Farmington, guar.	2,048,100	7	7	100
Little Schuylkill, guar.	2,048,100	7	7	100
Louisville, Cincinnati and Lexington preferred	848,709	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	19
" 2d pref.	4,051,744	6	6	8
Manchester and Lawrence*	1,000,000	9	9	100
Michigan Southern, guaranteed.	588,800	10	10	100
Mill Creek and Mine Hill, guar.	323,375	10	10	100
Milwaukee and St. Paul, preferred.	9,744,268	7	7	72
Mine Hill and Schuylkill Haven, guaranteed.	3,775,000	8	8	100
Mount Carbon & Ft. Carbon, guar.	282,250	12	12	100
New Haven and Northampton	1,344,000	2	2	100
New York and Harlem, pref.	1,600,000	8	8	134
Niagara Bridge and Canandaigua, guar.	1,000,000	6	6	100
Northern Eastern (S. C.), preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	70
Pateron and Hudson, guar.	630,000	8	8	100
Pateron and Ramapo, guar.	248,000	6	6	100
Peoria and Bureau Valley, guar.	1,200,000	6	6	100
Philadelphia and Erie, guar.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton, guar.	1,099,120	10	10	100
Pittsfield and North Adams, guar.	450,000	6	6	100
Potl. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Sag. & Portsmouth, guar.	1,500,000	6	6	100
Portsmouth and Concord*	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley*	557,580	7	7	100
Rutland, preferred.	7	7	7	82
St. Louis, Alton and T. H., pref.	2,040,000	7	7	85
Sandusky and Cincinnati, pref.	445,51	6	6	34
Schuylkill Valley, guar.	576,000	5	5	100
Sharonville Valley & Pottsville, guar.	869,450	5	5	100
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush, guar.	274,000	7	7	100
Vermont and Canada, guar.	2,500,000	8	8	100
Warren, guar.	1,408,300	7	7	100
White Mountains, guar.	200,000	5	5	100
Wright, York & Gettysburg, pref.	317,060	2	2	100
CANAL STOCKS:				
Delaware Division, guar.	1,683,850	8	8	100
Moria, preferred	1,175,000	10	10	67
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred.	888,000	5	5	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6	6	6	100
Mariposa Mining, pref.	5,774,400	7	7	94

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$9 per ton; Polished, 5 cents per lb.

Pig, Scotch, No. 1.....	per ton	32	@	34
Pig, American, No. 1.....	30	50	@	31
Pig, American, No. 2.....	29	@	30	
Pig, American, Forge.....	25	@	27	
Bar, Refined, English and American.....	—	@	75	
Bar, Swedes, assorted sizes.....	(gold)	85	@	100

STORE PRICES.

Bar, Swedes, ordinary sizes.....	—	@	110	
Bar, Refined.....	75	@	80	
Bar, Common.....	72	@	72	50
Scroll.....	97	50	@	125
Ovals and Half-round.....	97	50	@	125
Band.....	92	50	@	95
Horse Shoe.....	95	@	—	
Rods, 1½-16 inch.....	82	50	@	—
Hoop.....	102	50	@	140
Nail Rod.....	per lb.	—	@	64
Sheet, Russia, as to No. 8.....	(gold)	—	@	11
Sheet, Single D. and T. Common.....	—	@	44	6
Rails, English.....	(gold)	—	@	58
Rails, American, at Works in Penna. c'y.	70	@	71	
Anvils, (Eagle).....	per lb.	—	@	8

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality) per lb.	—	@	15	@	18
English Spring (2d and 1st quality).....	—	@	7	@	10
English Blister (2d and 1st quality).....	—	@	10	@	17
English Machinery.....	—	@	114	@	14
English German (2d and 1st quality).....	—	@	13	@	15
American Blister "Black Diamond".....	—	@	12	@	12
American, Cast, Tool, do.....	—	@	16	@	17
American, Spring, do.....	—	@	9	@	11
American Machinery do.....	—	@	9	@	12
American German do.....	—	@	9	@	12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d. @ 10d.....	per 10 0lb	4	37½	@	4	50
Clinch.....		5	87½	@	6	—
Horse Shoe, Forged (No. 10 to 6).....	per lb.	—	23	@	—	28
Copper.....		—	—	@	—	37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terns Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	—	37½@	—	38
Straits.....	(gold)	—	38½@	—	39	39
English.....	(gold)	—	33	@	—	33½
Plates—Fair to good brands.....	Gold.....	Currency.....				
I. C. Charcoal.....per box.	8 25	@	8 50	9 50	@	9 75
I. C. Coke.....	7	@	7 50	8	@	8 75
Coke Terne.....	6 75	@	6 75	6 75	@	7 75
Charcoal Terne.....	7 25	@	8	8 50	@	9 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk), per gall.	—	13	@	—
Crude, 40 @ 47 gravity (in shipping order)	—	17½	@	174
Refined, prime L. S. to W. (110 @ 115 test)	—	@	—	234
Refined, Standard White (in ship's order)	—	@	—	24
Refined, prime White (in shipping order)	—	24½	@	—
Refined, S. W. (in jobbing lots).....	—	@	—	28
Refined, S. W. (in tin)	—	28	@	29
Naphtha, Refined, (65 @ 73 gravity).....	—	24½	@	—
Residuum.....per bbl.	4	@	—	@

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 24; all over that, 3 cents per lb.

American Window. (Single Thick.)

Slabs.	1st.	2d.	3d.	4th.
A.	B.	C.	D.	
6 by 8 to 7 by 9.....	47	75	95	60
8 by 10 to 10 by 15.....	8	25	7	60
11 by 14 to 12 by 18.....	9	75	9	70
14 by 16 to 18 by 24.....	10	50	9	75
18 by 22 to 18 by 30.....	12	25	10	80
20 by 30 to 24 by 30.....	15	00	13	90
24 by 31 to 24 by 30.....	16	50	12	100
25 by 36 to 30 by 44.....	17	50	14	120
30 by 46 to 32 by 43.....	20	00	15	130
32 by 50 to 32 by 46.....	22	00	17	140
Above.....	25	00	20	160

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)

(Single Trunk.)			(New List, Aug. 2015.)		
6 by 8 to 8 by 10.....	(4 qta.)	per 50 feet.	—	@	7 75
8 by 11 to 10 by 15.....	(4 qta.)	—	30	@	8
11 by 14 to 12 by 18.....	(4 qta.)	—	32	@	9 25
14 by 16 to 18 by 24.....	(4 qta.)	—	32	@	9 75
18 by 22 to 18 by 30.....	(4 qta.)	—	32	@	10 50
20 by 23 to 24 by 30.....	(4 qta.)	—	38	@	12
24 by 31 to 24 by 30.....	(4 qta.)	—	38	@	12 50
25 by 36 to 28 by 44.....	(3 qta.)	—	21	@	16
28 by 38 to 28 by 44.....	(3 qta.)	—	22	@	16 50
28 by 46 to 30 by 48.....	(3 qta.)	—	23	@	17
30 by 50 to 32 by 46.....	(3 qta.)	—	24	@	18
32 by 54 to 34 by 62.....	(3 qta.)	—	26	@	19 50
34 by 58 to 34 by 60.....	(3 qta.)	—	30	@	22
36 by 60 to 40 by 60.....	(3 qta.)	—	36	@	23

(Subject to a discount of 55 @ 65 per cent.) English sells at 40 @ 50 per cent. of the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

Th. 29. F. 30. Sat. 31. M. 2. Tu. 3. W. 4

Canton Co.....	92½	92½	98½	92½	990
Central Pacific Co.....	105½	105½	106½	104½	104
Central of N. Jersey.....	114	105½	116	115	115
Chicago & Alton.....	103	103	108	116	116
.. pref.....	108	108	108	116	116
.. 1 M.....	108	108	108	116	116
.. S. F.....	108	108	108	116	116
.. Inc. bds.....	108	108	108	116	116
Chicago, Burl. & Q.....	152	152	152	152	152
.. 8s, 1883.....	152	152	152	152	152
Chic. & Northwestern.....	70½	71½	72½	71½	71½
.. pref.....	81½	82½	83	82½	82½
.. 1st M.....	95	95	95	95	95
.. S. F.....	95	95	95	95	95
.. Consol.....	88	88	88	88	88
Chic. Rock Isl. & Pac.....	105½	106½	106	105½	105½
Chl., R. I. & Pa. 7s, 1896.....	99	99	99	99	99
Clev., Col. C. and Ind.....	82	82	82	82	82
Clev. and Pittsburg.....	105½	105½	105½	105½	105½
.. 2 M.....	95	95	95	95	95
.. 3 M.....	95	95	95	95	95
.. 4 M.....	95	95	95	95	95
Clev. and Toledo.....	99	99	99	99	99
.. S. F. 7s.....	17½	17½	17½	17½	17½
Col., Chic. & Ind. O.....	82½	82½	82½	82½	82½
.. 1 M.....	82½	82½	82½	82½	82½
.. 2 M.....	82½	82½	82½	82½	82½
Cumberland Coal pref.....	119	119	119	119	119
Del. & Hudson Canal.....	103	103	103	103	103
Del. Lack. & Western.....	102½	103	103	104	105½
.. 1 M. 7s.....	102½	103	103	104	105½
.. 2 M. 7s.....	102½	103	103	104	105½
Dubuque & Sioux City.....	90½	90½	90½	90½	90½
Erie Railway.....	23	22½	23	23	23
.. pref.....	47	47	47	47	47
.. 1 M. 7s, 1897.....	95	95	95	95	95
.. 2 M. 7s, 1879.....	91	91	91	91	91
.. 3 M. 7s, 1883.....	83	83	83	83	83
.. 4 M. 7s, 1880.....	79	79	79	79	79
.. 5 M. 7s, 1888.....	79	79	79	79	79
Great Western 2d mort.....	99	99	99	99	99
Hannibal & St. Joseph.....	99	99	99	99	99
.. pref.....	108½	108½	108½	108½	108½
Hudson River.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....
.. 2 M. S. F.....	108½	108½	108½	108½	108½
.. 3 M. 7s, 1875.....	108½	108½	108½	108½	108½
Illinois Central.....	116	116	116	116	116
.. bonds.....	116	116	116	116	116
Lake Shore & Mich. S'th.....	91½	92½	92½	92½	92½
Lake Shore Div. bonds.....	91½	92½	92½	92½	92½
Marietta & Cin. 1st pref.....	2d pref.....	2d pref.....	2d pref.....	2d pref.....	2d pref.....
Michigan Central.....	116	116	116	116	116
.. S. F. 8s, 1882.....	116	116	116	116	116
.. conv. 8s, '86.....	116	116	116	116	116
M. S. and N. I. 1 M. S. F.....	94	94	94	94	94
.. 2 M.....	94	94	94	94	94
Mariposa Mining Co.....	10	10	10	10	10
.. pref.....	10	10	10	10	10
.. Tr. 10s etfs.....	10	10	10	10	10
Milw. and St. Paul.....	55½	56	56½	56½	56½
.. pref.....	80½	81	81½	81½	81½
.. 1st mort.....	95	95	95	95	95
.. 2d mort.....	95	95	95	95	95
.. 8s.....	95	95	95	95	95
.. 7 3-10s con.....	95	95	95	95	95
Missouri Cs.....	96	92½	92½	92½	92½
.. H. & St. J. 1st.....	92½	92½	92½	92½	92½
Morris and Essex.....	86½	87½	87½	87½	87½
.. 1st mort.....	100	100	100	100	100
.. 2d mort.....	96½	96½	96½	96½	96½
New York Central.....	101½	102	102	102	102
.. 7s, S. F. 1876.....	101½	102	102	102	102
.. 7s, conv. '76.....	101½	102	102	102	102
.. 6s, S. F. 1883.....	91	91	91	91	91
.. 6s, S. F. 1887.....	91	91	91	91	91
N. Y. Cen. & Hud. Riv.....	91½	91½	91½	91½	91½
.. certificates.....	87½	87½	87½	87½	87½
N. York and Harlem.....	132½	132½	132½	132½	132½
.. pref.....	132½	132½	132½	132½	132½
.. 1 M. 7s, 1873.....	132½	132½	132½	132½	132½
N. Carolina 6s, old.....	24	24	24	24	24
.. new.....	24	24	24	24	24
Ohio and Miss.....	28½	28½	28½	28½	28½
.. pref.....	28½	28½	28½	28½	28½
.. 1st M.....	28½	28½	28½	28½	28½
Pacific Mail S. S. Co.....	39½	40½	40½	39½	39½
Panama.....	72½	72½	72½	72½	72½
Phila. and Reading.....	98½	99½	99½	99½	99½
Pitts., Ft. W. & Chi. gtd.....	93	92½	92½	93½	92½
.. 1 M.....	93	92½	92½	93½	92½
.. 2 M.....	93	92½	92½	93½	92½
.. 3 M.....	93	92½	92½	93½	92½
Quicksilver Mining Co.....	81½	81½	81½	81½	81½
St. L., Alton & T. H.....	81½	81½	81½	81½	81½
.. pref.....	81½	81½	81½	81½	81½
.. 1 M.....	81½	81½	81½	81½	81½
.. 2 M. pref.....	81½	81½	81½	81½	81½
.. Income bds.....	81½	81½	81½	81½	81½
Tennessee 6s, old.....	65	65	65	65	65
.. new.....	63½	64½	64½	64½	63½
Tol., Wab. & Western.....	48½	49	49½	49½	49½
.. pref.....	48½	49	49½	49½	49½
.. 1 M.....	48½	49	49½	49½	49½
.. 2 M.....	48½	49	49½	49½	49½
.. Equipment.....	48½	49	49½	49½	49½
Union Pacific.....	70½	12	12½	14	12½
.. 1st mort.....	74	74½	76	75	74½
.. L. Gt. 7s.....	54	53	55½	60	57½
.. Inc. 10s.....	54	36	36	36	36
Virginia 6s, old.....	67½	67½	67½	67½	67½
.. new.....	67½	67½	67½	67½	67½

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

Th.29.F.30.Sat.31.M.2.Tu.3.W.4

FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 6s, 1871, coup.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 6s, 1874, reg.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 6s, 1874, coup.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 6s, 10-40s, coup. 100s	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 6s, 10-40s, reg. 100s	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 6s, 1881, reg.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 6s, 1881, coup.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 6s, '81, O.W.L. y.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 6s, 1881, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, reg. '02	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, c. 1882, 107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, reg. '04	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1884, 107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, reg. '05, 107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1885, 107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, r. n. '05, 110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 6s, 5-20s, c. n. '05, 110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 6s, 5-20s, reg. '07	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1887, 110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 6s, 5-20s, reg. '08	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, c. '08, 111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
U. S. 6s, Pac.R.R. issue 110	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

W.28.Th.29.F.30.Sat.31.M.2.Tu.3

Catawissa	preferred	58	57 1/2	57 1/2	57 1/2	57 1/2
Canaan and Amboy	118 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
.. 6s, 1870						
.. 6s, 1875						
.. 6s, 1883						
.. 6s, 1889						
.. mort. 6s, '89 94						
Elmira & Williamsport						
.. pref.						
.. 7s						
Lehigh Navigation	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
.. 6s, 1884						
.. Gold L.	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
.. R. R. L.						
Lehigh Valley R.R.	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
.. 6s new coup.						
.. 6s new reg.						
Little Schuylkill R.R.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
.. 7s						
Minehill	50	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Morris Canal						
.. pref.						
.. 1st mort.						
North Pennsylvania						
.. 6s, 1880						
.. 7s						
.. 10s, 1887						
Northern Central						
Pennsylvania R.R.	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
.. 1st M.						
.. 2d M.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Penn. State, 6s, 1st series						
.. 6s, 2d series	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
.. 6s, 3d series	107	107	107	107	107	107
.. 6s, W. L.						
Philadelphia City, 6s	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
.. new	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Philad. Germ. & Nor.						
Phila. & Reading	40	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
.. 7s, 1893						
Philadelphia and Erie						
.. 6s						
.. 7s	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Schuylkill Navigation	7 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
.. pref.						
.. 6s, 1882						
.. 6s, 1876						
.. 6s, 1872						
Susq. Canal						
.. 6s, 1878						
Union Canal, pref.						
.. 6s, 1878						
Hestonville, (Horse)	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
Chestnut & Wal.						
Green & Coates						
2d and 3d streets	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Spruce and Pine						
13th and 15th sts.						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

W.28.Th.29.F.30.Sat.31.M.2.Tu.3

Baltimore City 6s, 1875	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 1880						
.. 1880	92 1/2	91 1/2	92 1/2	92 1/2	92 1/2	92 1/2
.. 1884	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
.. 1900	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Balt and Ohio	133	133	133	133	133	133
.. bonds, 1875						
.. 1880	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
.. 1885	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Marietta & Cin. 1st M.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 2d M.	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Northern Central						
.. bonds, 1885						
.. 1900						
N. W. Va. 1st mort.						
.. 2d mort.						
.. 3d mort.						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

Th.29.F.30.Sat.31.M.2.Tu.3.W.4

Boston and Albany	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2
Boston and Lowell						
Boston and Maine						
Boston and Providence	145	145	144	145	145	145
Boston, Hartford & Erie						
.. 7s, new	21 1/2	22 1/2	23	22 1/2	22 1/2	22 1/2
Chester, pref.	85	85 1/2	85 1/2	84 1/2	84 1/2	84 1/2
Concord						
Connecticut River						
Eastern	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
Fitchburg						
Manchester & Lowell						
Michigan Central	116	115 1/2	116	116	116 1/2	116 1/2
Northern, N. H.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Ogdens & Lake Champlain	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
.. pref.						
Old Colony & Newport						
Ph. Wil. & Baltimore	49 1/2	50	50	50	50 1/2	50 1/2
Port'd, Saco & Ports						
Union Pacific	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
.. 6s	71	70	72 1/2	70 1/2	72 1/2	72 1/2
.. Land Grant 7s	53	50 1/2	50 1/2	51	50 1/2	50 1/2
.. Income 10s	33	29 1/2	33 1/2	30	30 1/2	30 1/2
Vermont & Canada						
Vermont & Mass.						
South Boston (Horse)						
Cambridge						
Metropolitan						
Middlesex						
Central Mining Co.						
Copper Falls						
Franklin						
Huron						
Tele Royale						
National						
Pewabic						
Pittsburg						
Quincy						

London Stock Exchange.

Closing Prices.

Dec. 2. Dec. 16.

All. & Gt. West. N. Y. sec. 7 per ct						
1st mort., 1880	65	70	65	70	65	70
Do. 2d mort., 1881	58	62	58	62	58	62
Do. Penn., 1st mort., 1877	65	70	65	70	65	70
Do. 2d mort., 1882	58	62	58	62	58	62
Do. Consol. 7 per cent. mort. 1890	27 1/2	28 1/2	27 1/2	28 1/2	27 1/2	28 1/2
Detroit and Milwaukee 1st mort. 7s	65	69	65	69	65	69
Erie shares 100 dol. all paid	65	69	65	69	65	69
Do. 6 p. c. convertible bonds	62	65	62	65	62	65
Do. 3d mort. 7 p. c. 1883						
Illinois Central, 6 per cent., 1876						
Do. Redemption mort. bonds 6 p. c. 100	102	100	102	100	102	100
Do. 7 per cent., 1875						
Do. 100 dol. shares, all paid	110 1/2	111 1/2	110 1/2	111 1/2	110 1/2	111 1/2
Marietta and Cin. R. R. bonds 7 p. c.	78	82	78	82	78	82
New York Central, 100 dol. shares						
Panama General mort. 7s, 1897	88	92	90	92	90	92
Penn. R. R. bonds, 2d mort. 6 per cent.	98	100	97	99	97	99
Do. General mort. 6 p. c. 1910	92	93	91	92	91	92
Do. 450 shares	60	52	50	52	50	52
Philadelphia and Erie 1st mort. 1881	91	94	91	94	91	94
Do. with option to be paid in Phila.	91	94	91	94	91	94

American Railroad Journal.

Saturday, January 7, 1871.

Stock Exchange and Money Market.

Money has been quite active, especially on call, during the past fortnight, and rates have been working almost uniformly against the borrowing interest. The supply has been on a restricted scale, partly owing to speculative manipulations, partly to the extensive preparations for the January interest and dividend disbursements, and partly to the outflow of currency to the West and Southwest. The closing negotiations in a temporary form were on the basis of the full legal rate of seven per cent. currency to even the Government houses; and as high as seven per cent. gold to the Stock Exchange firms. Mercantile credits have been comparatively steady at from 7@9 per cent. per annum, for strictly prime to good names, with a moderate business in notes. The City banks last week lost half a million of deposits, and nearly 1 1/2 millions of legal tender notes. They added nearly 2 1/2 millions to their specie reserve. The loan and discount averages were reduced 1 1/2 millions.

The Treasury Department in its official programme for January, proposes to sell four millions of Gold, during the month, as follows: Thursday, January 5, one million; Thursday, January 12, one million; Thursday, January 19, one million; Thursday, January 26, one million. And to buy in six millions of Five Twenties, as follows: Wednesday, January 4, two millions; Wednesday, January 11, one million; Wednesday, January 18, two millions; Wednesday, January 25, one million.

Washington dispatches of Wednesday made the coin reserve of the Treasury Department on that day \$107,802,281 including \$26,149,000 represented by outstanding coin certificates, and the currency balance, \$30,284,291.

The specie reserve of the city banks according to the latest return is \$20,828,846, against \$20,736,122 same time last year. The city bank deposits are now \$188,223,995, against \$180,490,445 week ending Jan. 2, 1870. The legal tender reserve amounts to \$45,245,858, against \$48,896,421 same time last year. The circulation now stands at \$32,153,514, against \$24,379,609 same time last year. The loans are now \$263,417,418, against \$259,090,057 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$93,538,596 a day, against a daily average of \$104,171,420 the preceding week. The current week's exchanges average about 112 millions a day. The city banks, last week reported a gain of \$2,439,000 of specie, with a loss of \$524,759 of deposits, and \$1,494,330 of legal tender notes. They reduced their loans \$1,893,711; and their circulation, \$29,469.

The city bank exchanges on Wednesday were 109 1/2 millions.

National Bank notes to the amount of \$249,520 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$337,916,618 against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$32,949,769 leaving, with the existing 1,612 banks, (having an aggregate capital of \$430,299,301,) an actual circulation at this date, of \$304,966,849. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$346,288,700; and for the public deposits, \$15,819,500—making a total of \$362,108,200. The Treasury Department last week redeemed and destroyed \$477,100 of worn and mutilated fractional currency, and issued \$760,000 of new.

The cash balance in the Treasury Department at the close of business on Monday, was \$30,284,291 in currency, and \$107,802,280 in coin, including \$26,149,000 in certificates.

Government disbursed, last week, through the local office, \$5,467,000 gold, in redemption of the matured Five per cent. bonds of 1871.

The U. S. Sub-Treasury receipts, week ending with Dec. 31, were \$9,644,016 in coin, (including \$1

the preceding Saturday, and \$10,245,936 of currency, against \$12,099,153 at the close of the preceding week. The business of the Office on the first two business days of the current week, was as follows. On Tuesday, receipts, \$1,801,854 in coin, (including \$441,117 from customs,) and \$910,738 in currency; payments \$6,263,409 of coin (including \$6,203,748 of coin interest), and \$1,347,736, of currency. On Wednesday, receipts, \$1,376,597 in coin (including \$655,000 from customs), and \$223,245 in currency; payments, \$1,295,537 in coin (including \$700,000 of coin interest) and \$1,744,509 of currency. The balance at the close of business on Wednesday included \$8,287,675 of currency, and \$61,803,965 of coin, against a balance a fortnight previous of \$12,835,630 currency, and \$60,890,676 coin.

The aggregate receipts of the U. S. Sub-Treasury in December were \$57,088,358, including \$7,992,817 from customs; aggregate payments, \$45,698,064, including \$3,576,110 of coin interest.

The U. S. Sub-Treasurer issued in December \$11,479,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$1,499,259 of coin certificates, received for customs.

Government revenues yielded moderately, during the fortnight. The excises during the past week yielded 2½ millions; customs at the port of New York, \$1,612,259, and at the outports about \$550,000 (in coin) more, making the grand total income for the week equal to about \$4,716,225 in currency. The income of the Government, from excises, since July 1, 1870, has been about 83½ millions.

The customs revenue on Wednesday was \$655,000. The coin interest disbursements at the Sub-Treasury were \$700,000.

The Gold speculation has been less confident, and under a freer offering of gold, the price has been less firm, receding from 111½ to 110½, and closing on Wednesday at 110½. There has been a light custom and export inquiry noted. On Thursday, Government sold a million of Gold at the market rates.

The export drain was \$464,303 week ending with December 31, against \$787,970, same week preceding year. The shipments in all 1870 were \$58,689,171, against \$32,108,448 in 1869; \$70,841,599 in 1868; \$51,801,948 in 1867; \$62,553,700 in 1866; and \$80,003,683 in 1865. The exchanges at the Gold Exchange Bank, which were 23¾ millions on Friday, of last week, were 30¾ millions on Tuesday of this week, and 27¼ millions on Wednesday.

Commissioner Delano, of the Internal Revenue Office, reports officially the receipts from excises, during the fiscal year, which ended with June 30th, 1870, at \$185,235,867 97, or an excess, over previous estimates, of \$10,235,867 97. Beyond the estimate, this aggregate includes the sums refunded for taxes illegally assessed and collected, amounting to \$196,809 81, as well as the amount of commissions of Collectors. Drawbacks have only been allowed on general merchandise, under section 171, act of June 30, 1864, limited by the act of March 31, 1868, to ale and patent medicines, amounting to \$5,838 55. The amount allowed for the same for 1869 was \$377,411 81. The drawback on rum and alcohol is not considered in this bureau. The total receipts for the fiscal year 1870 are \$185,235,867 97. The total receipts for

the fiscal year 1869 were \$160,039,344 29; showing a net gain of \$25,196,523 68.

The customs demand for Gold last week, averaged \$321,600 a day; thus far, this week, it has averaged \$533,000 a day, or equal to a weekly aggregate of \$2,665,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$31,061; and in all 1870, \$11,581,771, against \$14,918,725 in 1869. The total customs revenue of the Government, in coin, at this port, in 1870, was \$139,703,579, against \$129,603,460 in 1869.

The exports of specie, from this port, last week, were \$464,303 against \$788,970 same week last year; and in all 1870, \$58,689,711, against \$32,108,448 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$5,625,000; and in all 1870, \$86,671,676 against \$90,352,669 in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 18th, was \$8,017,000, against \$8,611,000 same time in 1869.

The specie exports by steamer and railway, from San Francisco, from Jan. to Dec. 8th, 1870, were \$32,450,841, against \$37,073,051 same time in 1869.

Foreign exchange has been in moderate supply and fair request, closing rather more firmly. Bankers' sixty day bills on London closed on Wednesday at 108¾@109½; sight bills on London, 109¾@110. The offerings of produce bills have been again liberal. The week's exports of domestic produce have been to the currency value of \$4,187,739, and in all 1870, \$197,320,303, against \$195,226,706 same time in 1869.

Government securities have been in better demand and quoted firmer in price, notwithstanding the activity in Money. The 1st of January debt exhibit has had a favorable influence on the market, showing a further net reduction \$2,240,701 in December, and \$106,260,683 since March 1, 1870.

The debt statement incorporated among other new features a tabular statement of bonds purchased by the Treasury Department on account of the sinking and special funds, in which the following appears:

Principal of bonds.....	\$185,590,750 00
Amount paid in currency.....	137,208,221 37
Currency value of interest accrued on bonds bought flat.....	30,848 92
Net cost in currency.....	137,267,372 45
Net cost estimated in gold.....	151,520,442 94
Average premium on total purchases to Jan. 1, in currency..	13.09
Average cost, in gold, of total purchases to Jan. 1.....	91.50

U. S. sixes of 1881 closed here on Wednesday of the current week at 110¼@110½; U. S. Five-Twenties of 1862, 108½@108¾; U. S. Five-Twenties of 1864 at 108¼@108¾; U. S. Five-Twenties of 1865, 108¼@108¾; U. S. Five-twenties of 1865 consolidated, 107¾@107¾; U. S. Five-Twenties of 1867, 107¾@107¾; U. S. Five-twenties of 1868, 108@108½; U. S. Ten-forties at 106¾@107; U. S. Six per cent. currency bonds, 110¼@110½.

On Wednesday, Government bought in two millions of Five-Twenties at 107 16@107 40, ex-interest. The amount of bonds offered was \$3,237,850.

State bonds have been in moderate demand, but at irregular and less buoyant prices.

Railway bonds have been in fair request for investment purposes at, as a rule, well supported prices. Central Pacific Sixes have met with a ready sale closing with 90 bid and 90¼ asked. Chesapeake and Ohio Sixes have been in more demand at 90 and interest. Union Pacific Sixes have been quoted at 73½@74.

Messrs. Fisk & Hatch have just issued their second annual report to the First Mortgage Bondholders of the Central and Western Pacific roads, giving an interesting and highly encouraging account of the business of the two roads, now consolidated as one, under the common style of the Central Pacific, for the year just closed. The tables given in the report are comprehensive and suggestive showing the result for 1870 of a net profit of \$3,860,146 on a gross earning of \$7,920,710. The question recently raised by the Secretary of the Treasury, and supported by the Attorney-General of the United States, is met by the bankers of the Company in the frankest manner. While disagreeing with the opinion of the Attorney-General, they are prepared to meet the final decision of the Government, even if it should be adverse to the road, which they seem not to apprehend, by an exhibition of financial strength from the annual net earnings of the road, more than equal to the interest on their own bonds, and upon the bonds of the United States, advanced by the Government, assuming no further increase of traffic.

Railway and miscellaneous share property has been moderately active, but quite variable as to price, under the quite stringency in Money, closing somewhat feverishly and irregularly. Union Pacific stock has been closed at 12½@12¾. Western Union Telegraph closed at 44¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 13.	Dec. 20.	Jan. 4.
Consols.....	91¾	91¾	92¼
U. S. 5-20's of 1862...	88¾	88¾	89¾
U. S. 5-20s, 1835.....	88½	88½	89½
" 1867.....	90¼	87¾	88¼
" 10-40s.....	87½	87½	87¾
Erie.....	19¾	19	19½
Ill. Central.....	110½	110	113½
At. and Gt. West....	27½	28¾	28½

General Business has been comparatively quiet since our last. Breadstuffs and Provisions closed with more steadiness. Cotton favored buyers. Middling upland cotton closed on Wednesday at 15½ cts. per lb. The stock of cotton now here is given at about 79,000 bales. The receipts at the port this week, have averaged about 8,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,625,953 bales, against 1,313,751 bales same time in 1869-'70; exports same time 917,400 bales, against 700,600 bales same time in 1869-'70; stock on hand at latest dates, 520,884 bales, against 379,943 bales same date 1869. The exports of domestic cotton goods from this port, in 1870, were 14,482 pkgs., against 21,047 pkgs., in 1869. From Boston, 7,550 pkgs. in 1870, against 7,185 pkgs. in 1869.

There has been a light movement in foreign goods at about previous prices, in most instances. The dry goods entries at this port, last week, were \$2,222,063, making with the general merchandise imports a total of \$5,124,396.

Freights have been less active, but rates have been quoted firm. For Liverpool we quote flour at 2s. 6d. @ 2s. 9d. by sail, and 3s. 6d. by steamer

per bbl.; grain at 7d. by sail, and 8d. by steamer per bushel; cotton at $\frac{3}{8}$ ¢ d. by sail and $\frac{1}{2}$ ¢ d. by steamer per lb.; and heavy goods 20s. @30s. by sail, and 30s. @55s. by steamer, per ton. Total number of vessels in port on Wednesday, 482.

At the Live Stock markets, this week, Beeves have been in less request from 9 $\frac{1}{2}$ ¢@17 $\frac{1}{2}$ ¢. per lb.; week's receipts, 5,652. Milch cows quiet at \$40@110 each, receipts, 61. Veal calves in fair demand at from 5@12c. per lb.; receipts, 873. Sheep have been in less request at from 4@7 $\frac{1}{2}$ ¢.; lambs at 5 $\frac{1}{2}$ ¢@8 $\frac{1}{2}$ ¢. per lb.; receipts, 21,406. Swine quiet at 6 $\frac{1}{2}$ ¢@7c. per lb., all live weight; receipts, 19,661.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 8d, and since the beginning of the year:

	1870.	1871.
For the week.....	\$2,174,516	\$4,187,739

The imports for the week ending Dec. 31, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods.....	\$648,938	\$2,222,063
Gen. merchandise.....	2,098,496	2,902,333

Total for the week.....	\$2,747,438	\$5,124,396
Previously reported.....	286,563,970	299,314,392

Since January 1.....\$289,311,403 \$304,438,788

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, gold, 93 $\frac{1}{4}$; North Carolina 6s, Special Tax, 18 $\frac{1}{2}$; South Carolina 6s, new, Jan. and July, 62; do. April and Oct., 63 $\frac{1}{2}$; Alabama 8s, 101 $\frac{1}{2}$; Brooklyn 6s, W. L., 92 $\frac{1}{2}$; Pacific R. R. 7s, guar. by Mo., 95; Toledo, Peoria and Warsaw 1st mort. E. D., 82; do. W. D., 82; Quincy and Toledo 1st mort., 82; Galena and Chicago 2d mort., 94; Ohio and Mississippi consol. bonds, 89; N. Y. and N. H. 6s, 97; Rome, Watertown and Ogdensburg R. R., 124; Western Union Telegraph, 44 $\frac{1}{2}$; do. 7s, 92 $\frac{1}{2}$; Adams Express Co., 64 $\frac{1}{4}$; Am. Mer. Union Exp., 43 $\frac{1}{4}$; U. S. Exp., 83 $\frac{1}{4}$.

Philadelphia.—Sunbury and Erie 7s, 102 $\frac{1}{2}$; Pennsylvania and New York Canal 7s, 91; West Jersey 7s, 97; Wilmington and Reading 7s, 91 $\frac{1}{2}$; Schuylkill Nav. 7s, Boat Loan, 78; Camden and Burlington Co. R. R. 6s, 89; Lehigh Nav. conv. loan, 78; Connecting R. R. bonds, 84; Oil Creek and Allegheny River, R. R., 45 $\frac{1}{4}$; do. 7s, 78 $\frac{1}{4}$; Germantown Passenger R. R., 30; Philadelphia City 5s, 96. The latest quotations are: City 6s, 99@—; do. free of tax, 100@100 $\frac{1}{4}$; State 5s, coupon, 104@104; do. 6s, W. L., 105@—; do. 1st series, 101 $\frac{1}{2}$ @—; do. 2d series, 102@—; do. 3d series, 104@—; Reading, 49 $\frac{1}{2}$ @49 $\frac{1}{2}$; do. 7s, 1898, 104@105; do. mort. 6s, 1880, 99@100; Camden and Amboy, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$; do. mort. 6s, 1889, 94 $\frac{1}{2}$ @95; do. 1883, 93 $\frac{1}{2}$ @95; do. 1889, 89@90; Penn. R. R., 62 $\frac{1}{4}$ @62 $\frac{3}{8}$; do. 1st mort., 100@100; do. 2d mort., 100 $\frac{1}{2}$ @100 $\frac{1}{2}$; do. Gen'l mort. coupon, —@94; do. reg., 95 $\frac{1}{2}$ @96; Little Schuylkill R. R., 42 $\frac{1}{2}$ @48; Morris Canal, 32@36; do. pref., 71@80; do. 6s, 88@84; do. scrip 7s, 70@—; Susquehanna Canal, 37@—; do. 6s, 45@48 $\frac{1}{2}$; Schuylkill Nav., 7 $\frac{1}{2}$ @8; do. pref., 16 $\frac{1}{2}$ @17; do. 6s, 1882, 72 $\frac{1}{4}$ @78 $\frac{1}{4}$; Elmira and Williamsport

pref., 37@—; do. 7s, 1878, 90 $\frac{1}{4}$ @90 $\frac{1}{4}$; do. 5s, 57 $\frac{1}{2}$ @60; Lehigh Coal and Navigation, 33 $\frac{3}{4}$ @38 $\frac{3}{4}$; do. 6s, 1884, 83@84; do. R. R. Loan, 89@89 $\frac{1}{2}$; do. Gold Loan, 85 $\frac{1}{4}$ @86; North Pennsylvania, 46 $\frac{1}{2}$ @47; do. 6s, 97@—; do. 7s, 93@94; do. Chattle 10s, 112@112; Philadelphia and Erie, 26 $\frac{3}{4}$ @26 $\frac{3}{4}$; do. 6s, 91@—; Minehill, 50 $\frac{1}{2}$ @50 $\frac{1}{2}$; Catawissa, 12@15; do. pref., 37 $\frac{1}{4}$ @37 $\frac{1}{4}$; Lehigh Valley, 60 $\frac{1}{4}$ @60 $\frac{1}{2}$; do. 6s, 96@96; do. 6s, reg., 100@—; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 55 $\frac{1}{2}$ @56; Thirteenth and Fifteenth, 21 $\frac{1}{4}$ @—; Spruce and Pine, 24 $\frac{1}{2}$ @25; Green and Coates, 46@—; Chestnut and Walnut, 44 $\frac{1}{2}$ @44 $\frac{1}{2}$; Hestonville, 16@16 $\frac{1}{2}$; Union, 42@—; Germantown, 30@30 $\frac{1}{2}$.

Boston.—Eastern R. R. 6s, municipal, 94 $\frac{1}{2}$; do. 1874, 100 $\frac{1}{4}$; Rutland R. R., 35; do. pref., 82; do. 7s, new, 80; Vermont Central and Vermont and Canada 8s, 1880, 102 $\frac{1}{2}$; Burlington and Missouri River 7s, Land Grant, 90; do. 8s, in Nebraska, 94 $\frac{1}{4}$; do. 8s, 1878, 104; Keokuk and St. Paul 8s, 99 $\frac{1}{4}$; Michigan Central 8s, 1890, 106 $\frac{1}{4}$; Old Colony and Newport 7s, 102 $\frac{1}{4}$; Stanstead, Shefford and Chambly 7s, 1887, 82 $\frac{1}{4}$; Minneapolis 8s, 1910, 94 $\frac{1}{4}$; Vermont Central 1st mort., 85; Cedar Rapids and Missouri 7s, 1916, 87; Phila. Wil. and Balt. 6s, 1887, 93 $\frac{1}{4}$; Hannibal and St. Joseph 8s, 1885, 104 $\frac{1}{2}$; Cincinnati, Sandusky and Cleveland R. R., 23 $\frac{1}{2}$; Boston, Clinton and Fitchburg pref., 80 $\frac{1}{2}$; Housatonic pref., 105 $\frac{1}{2}$; Connecticut and Passumpsic Rivers pref., 84; do. 7s, 1876, 98 $\frac{1}{4}$; Indianapolis and Cincinnati R. R., 5 $\frac{1}{2}$; Boston Water Power Co., 19 $\frac{1}{2}$; Essex Co., 130; Cary Imp., 8 $\frac{1}{2}$; Vermont 6s, 1871, gold, 109; Massachusetts 5s, 1894, gold, 94 $\frac{1}{4}$; do. 6s, 1876, gold, 104 $\frac{1}{2}$; do. 1872, gold, 103 $\frac{1}{4}$; Cook Co., Ills., 7s, 97; Boston 6s, 1880, currency, 100 $\frac{1}{2}$; do. 5s, 1882, 94 $\frac{1}{4}$; Portland 6s, 1887, 90 $\frac{1}{2}$; Bath 6s, 1883, 91; Bangor 6s, 1894, 88; Chicago 7s, 1881, 96 $\frac{1}{2}$; St. Louis 6s, 1888, 91 $\frac{1}{4}$; St. Louis County 7s, 1885, 95 $\frac{1}{2}$; Charlestown 6s, 1894, 83 $\frac{1}{2}$; Hanover Mining Co., 30c.

Baltimore.—Maryland 6s, 1870, 96; do. Defense bonds, 102; Virginia 6s, old, reg., 50 $\frac{1}{2}$; Orange and Alexandria 2d mort., 74; do. 3d mort., 88; Orange, Alex. and Manassas bonds, 76. The latest quotations are: Pittsburg and Connells-ville 7s, 1898, 89 $\frac{1}{2}$ @90; Baltimore and Ohio, 134@139; do. 6s, 1875, 96@97; do. 1880, 95@96; do. 1885, 98@94; Northern Central, 41 $\frac{1}{2}$ @42; do. 6s, 1885, 90@—; do. 1900, 88@90; do. 6s, 1900, gold, —@91; N. W. Va. 1st mort., 91@—; do. 2d mort., 91@—; do. 3d mort., 1885, 88@94; Marietta and Cincinnati 7s, 1892, 93@94; do. 2d mort., 75 $\frac{1}{2}$ @75 $\frac{1}{2}$; Central Ohio, 25@26; do. 1st mort., 85 $\frac{1}{2}$ @86 $\frac{1}{2}$; Western Md. 6s, 1890, 76@79; do. guar., by Baltimore City, 93@95; do. 2d mort., guar., —@86; do. 6s, pref., 59@59 $\frac{1}{2}$; do. 6s, guar., by Washington Co., 80@83; Richmond and Danville bonds, 74@76; Orange and Alexandria 1st mort., 6s, 82@—; do. 2d mort., 6s, 74@74 $\frac{1}{2}$; do. 3d mort., 8s, 83@83; do. 4th mort., 8s, 77 $\frac{1}{2}$ @79; Orange, Alex. and Manassas 7s, 75 $\frac{1}{4}$ @76 $\frac{1}{2}$; Virginia and Tennessee 8s, 81@82 $\frac{1}{2}$; do. 6s, 1st mort., 82@84; do. 6s, 2d mort., 73@74; Baltimore 6s, 1875, 92 $\frac{1}{2}$ @93 $\frac{1}{2}$; do. 1884, 91@91 $\frac{1}{2}$; do. 1886, 91 $\frac{1}{2}$ @92; do. 1890, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; do. 1893, 91 $\frac{1}{2}$ @92; do. 1900, 92 $\frac{1}{2}$ @93 $\frac{1}{2}$; do. 5s, 1888–70, 75@80; Memphis City 6s, 52@55; Maryland Defense Loan, 1883, 101 $\frac{1}{2}$ @

102; City Passenger R. R., 19@—; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

HARVEY FISK.

A. S. HATCH.

FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU-ST., }

NEW YORK, Jan. 2, 1871. }

The earnings of the CENTRAL PACIFIC RAILROAD for 1870 reach nearly \$8,000,000, of which about \$3,900,000 will be net after paying operating expenses—this is an increase over the previous year in Gross Earnings of \$2,300,000, and in Net Earnings of \$1,300,000. The earnings for the coming year, by a moderate estimate based upon reliable data, will exceed \$10,000,000.

The security of the principal, and the assurance of regular and prompt payment of interest which are afforded in the valuable property and immense revenue of the road render these bonds as safe and reliable an investment as can be made. They are daily quoted on the regular call of the New York Stock Exchange, and of several of the most important Stock Exchanges of Europe, and can be as readily sold at quoted market price as the bonds of the United States Government.

We deal in them as freely as in Government Bonds, and are prepared to supply them in exchange for 5-20s, or for new investments at current market price.

We continue to buy and sell Government Bonds, Gold, &c., to make collections, receive deposits, allow interest thereon, and do a general banking business.

FISK & HATCH.

Kings County Steam Boiler Works.

We take great pleasure in recommending to our friends and patrons, the Kings County Steam Boiler Works, 345 and 347 First St., Brooklyn, E. D., New York, Wm. R. TAYLOR, Proprietor, where he can always be found ready to furnish Estimates for Boilers, Tanks, Oil Stills, Condensers, &c. There is at present building in his shop, Five of the largest Oil Stills in the country, also a large number of Boilers and Tanks. Having a large number of first class mechanics for repairing, Mr. Taylor gives special attention to that class of work. We hope our friends will not forget when in want of new work or repairs to give him a call.

During the stoppage of navigation this winter, the depth of the channel of the Pennsylvania Canal is to be increased to six feet, or two feet beyond the present dimensions.

Ebenezer Westcott has been elected President, and R. R. Bateman secretary and treasurer of the Bridgeton and Port Norris (N. J.) Railroad company.

The Swedesboro' R. R. Co. have declared a semi-annual dividend of three per cent., payable on demand at the office of the Treasurer in Clarksboro', N. J.

The contract for the extension of the Portland and Ogdensburg railroad from Fryeburg to North Conway has been awarded.

The Prussian electricians say that the American Brooks Insulators are the best in the world.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the years—

	1869.	1870.
Ashes, bbls.....	9,220	7,562
Breadstuffs—		
Wheat flour, bbls.....	3,526,716	4,143,993
Cornmeal, bbls.....	201,793	190,596
Wheat, bush.....	23,813,652	24,088,742
Rye, bush.....	357,803	550,169
Oats, bush.....	8,747,322	9,626,606
Barley, bush.....	3,007,958	6,020,718
Peas, bush.....	116,974	203,127
Corn, bush.....	11,666,784	9,143,478
Cotton, bales.....	682,695	884,226
Naval Stores—		
Crude turp., bbls.....	14,079	6,661
Spirits turp., bbls.....	65,632	70,280
Rosin, bbls.....	557,150	496,293
Tar, bbls.....	74,255	46,973
Pitch, bbls.....	7,710	2,842
Provisions—		
Pork, bbls.....	94,552	123,298
Beef, pkgs.....	82,191	127,298
Cutmeats, pkgs.....	83,971	98,262
Butter, pkgs.....	645,195	530,813
Cheese, pkgs.....	1,335,522	1,544,924
Lard, tes. and bbls.....	75,527	93,523
Do., kegs.....	15,988	24,989
Whiskey, bbls.....	187,103	180,844

Exports from New York to foreign ports of certain leading articles of domestic produce for the years—

	1869.	1870.
Ashes, Pots, bbls.....	3,815	2,480
Do., Pearls, bbls.....	91	141
Beeswax, lbs.....	197,693	277,265
Breadstuffs—		
Wheat flour, bbls.....	1,584,211	1,950,234
Rye flour, bbls.....	5,283	4,633
Cornmeal, bbls.....	137,627	84,718
Wheat, bush.....	18,240,586	18,446,035
Rye, bush.....	142,542	92,431
Oats, bush.....	49,393	28,986
Barley, bush.....		
Peas, bush.....	123,166	151,102
Corn, bush.....	1,637,586	487,792
Candles, bxs.....	52,177	40,146
Coal, tons.....	40,988	38,993
Cotton, bales.....	308,685	505,449
Hay, bales.....	30,796	39,139
Hops, bales.....	88,433	20,739
Naval Stores—		
Crude turp., bbls.....	586	403
Spirits turp., bbls.....	17,763	17,342
Rosin, bbls.....	461,488	395,033
Tar, bbls.....	32,116	15,502
Pitch, bbls.....	5,030	3,750
Oils—whale, galls.....	133,002	110,693
Do., sperm, galls.....	578,945	565,090
Do., lard, galls.....	30,371	22,114
Do., linseed, galls.....	13,890	7,880
Provisions—		
Pork, bbls.....	72,019	88,050
Beef, bbls.....	32,299	24,496
Do., tes.....	56,176	57,885
Cutmeats, lbs.....	47,941,458	30,926,699
Butter, lbs.....	1,168,447	1,399,354
Cheese, lbs.....	56,413,581	61,710,435
Lard, lbs.....	30,383,538	32,074,063
Rice, tes.....	323	1,174
Do., bbls.....	10,555	23,161
Tallow, lbs.....	23,394,492	18,245,508
Tobacco, crude, pkgs.....	117,234	87,968
Do., manf., lbs.....	5,722,639	6,481,176
Whalebone, lbs.....	278,813	350,849
Petroleum, galls.....	64,244,664	89,672,801

The track on the new section of the Adirondack railroad has been all laid, making about sixty miles completed.

The Boston and Albany, Albany and West Stockbridge and Hudson and Boston Railroad companies have been consolidated.

Trade of Chicago.

The following table gives the receipts of all the leading articles during the past year, as compared with the year 1869:

	Received, 1870.	Received, 1869.
Flour, bbls.....	1,631,428	2,214,808
Wheat, bush.....	17,351,575	16,669,156
Corn, bush.....	19,531,586	23,337,704
Oats, bush.....	10,475,451	10,117,854
Rye, bush.....	1,076,320	977,390
Barley, bush.....	3,274,579	1,358,932
Grass seed, lbs.....	8,670,671	13,927,294
Flaxseed, lbs.....	8,742,715	7,409,074
Broom corn, lbs.....	13,787,669	5,899,507
Cured meats, lbs.....	5,697,129	12,737,958
Beef, bbls.....	19,573	425
Pork, bbls.....	52,570	42,556
Lard, lbs.....	7,648,440	6,732,892
Tallow, lbs.....	2,500,787	2,606,076
Butter, lbs.....	9,700,966	8,038,318
Dressed hogs, No.....	229,317	205,416
Live hogs, No.....	1,629,195	1,667,085
Cattle, No.....	231,614	399,913
Sheep, No.....	351,695	
Hides, lbs.....	27,380,171	27,881,504
Highwines, bbls.....	165,052	98,765
Wool, lbs.....	14,064,504	8,737,280
Lumber, ft.....	990,834,000	982,546,000
Shingles, No.....	631,412,000	633,068,000
Lath, No.....	103,690,000	121,092,000
Salt, bbls.....	691,109	635,231

The following is a similar statement, showing the shipments of the same articles during the years 1870 and 1869:

	Shipped, 1870.	Shipped, 1869.
Flour, bbls.....	1,618,005	2,164,645
Wheat, bu.....	15,673,718	12,773,654
Corn, bu.....	17,432,132	21,307,523
Oats, bu.....	8,283,700	8,664,551
Rye, bu.....	908,209	797,018
Barley, bu.....	2,560,827	509,472
Grass seed, lbs.....	3,972,420	9,368,821
Flax seed, lbs.....	274,898	3,397,728
Broom corn, lbs.....	8,495,584	4,340,112
Cured meats, lbs.....	88,530,412	97,721,054
Beef, bbls.....	71,858	32,085
Pork, bbls.....	141,214	92,319
Lard, lbs.....	28,224,831	17,029,487
Tallow, lbs.....	2,224,880	4,707,886
Butter, lbs.....	5,715,518	4,972,811
Dressed hogs, No.....	152,631	197,827
Live hogs, No.....	909,902	1,057,358
Cattle, No.....	360,888	273,404
Sheep, No.....	110,982	
Hides, lbs.....	26,236,044	22,379,880
Highwines, bbls.....	107,060	106,868
Wool, lbs.....	15,329,241	8,474,220
Lumber, ft.....	771,504,000	616,871,000
Shingles, No.....	587,244,000	543,424,000
Lath, No.....	69,988,000	90,501,000
Salt, bbls.....	525,943	518,157

West Wisconsin Railway.

As it will interest all our citizens to know the result of the conference with the representatives of the West Wisconsin Company, it is sufficient to say that at a meeting of some fifty or sixty of our leading business men at the Metropolitan Hotel on Thursday night, a committee were appointed and empowered to complete arrangements with those gentlemen for the immediate completion of the West Wisconsin Railroad to St. Paul, and that these arrangements were completed and a formal agreement entered into on the following basis, of which we give simply the general outline:

That the citizens of St. Paul shall provide for the construction of the western half of the railroad from St. Paul to Hudson, some nine or ten miles, and for this purpose shall place the bonds of the St. Paul, Stillwater, and Taylor's Falls Railroad Co., secured on the road, &c., to an amount not exceeding \$24,000 per mile, or from \$220,000 or \$240,000 in all.

The West Wisconsin Company, on their part, agree to provide for the construction of the eastern half of the road and bridge across Lake St. Croix. The work, including the bridge, is to be put under contract the moment the bonds are placed, and to be completed early next summer.

Messrs. Baldwin and Humbird were so entirely satisfied with the assurances they received, and the stipulations entered into, that they started yesterday morning for New York to make the necessary arrangements for their part of the undertaking.

There can be no question that the bonds will be promptly taken up by our citizens, and that the road will be at once pushed to completion, so that when the West Wisconsin reaches Hudson next summer, it will shake hands with the St. Paul road across Lake St. Croix. The road will be completed before January 1st to within thirty-four miles of Hudson, and to Hudson by July 1st, 1871. All the iron has been purchased to complete the road to that point. It has been determined that the St. Paul, Stillwater and Taylor's Falls Road shall be completed to Hudson by that time. The preliminary surveys are already in progress, and it is believed that a feasible line may be found not more than eighteen miles long from St. Paul to Hudson. One of a little over nineteen miles, with easy grades, has already been surveyed.—*St. Paul Press.*

Chicago and Northwestern Railway.

The following is the comparative statement of the earnings and expenses of the Chicago and Northwestern Railway, for six months of the fiscal years 1869 and 1870, ending November 30:

	Gross Earnings, 1869.	Operating expenses, interest, Rents, &c., 1869.	Net Income, 1869.
June.....	\$1,251,950 64	\$976,439 15	\$275,517 48
July.....	1,157,056 38	1,045,553 21	111,503 17
Aug.....	1,037,973 75	790,606 83	247,366 92
Sept.....	1,305,672 75	836,534 86	469,137 89
Oct.....	1,371,780 39	1,007,384 50	364,395 89
Nov.....	1,140,145 33	874,464 96	265,680 37
Total.....	\$7,264,779 24	\$5,530,977 51	\$1,733,801 73
	Gross Earnings, 1870.	Operating expenses, interest, Rents, &c., 1870.	Net Income, 1870.
June.....	\$1,139,234 13	\$788,987 96	\$350,246 17
July.....	1,034,392 88	938,033 47	96,359 41
Aug.....	1,227,512 89	662,336 34	565,176 55
Sept.....	1,259,282 10	692,668 83	566,613 27
Oct.....	1,306,338 16	903,793 64	402,544 51
Nov.....	1,037,963 85	604,415 12	433,548 73
Total.....	\$7,007,774 00	\$4,590,230 36	\$2,417,543 64
Increase.....			\$680,941 91
Decrease.....	\$259,805 24	\$940,347 15	
Balance to credit of inc. account May 31, 1870.....			\$541,424 29
Net earnings, six months, ending November 30, 1870.....			2,414,543 64

Total earnings, as of November 30, 1870.....\$2,945,679 93
Deduct five per cent. dividend, payable December 1, 1870.....1,750,940 00

Surplus December 1, 1870\$1,205,027 98

The Bay de Noquet and Marquette Railroad Company (Lake Superior), have declared a dividend of 10 per cent., payable Dec. 31 at the Treasurer's office in Boston.

The Georges Creek Coal and Iron Company has declared a dividend of \$2 per share for the last six months, payable on and after 11th inst.

The first regular passenger train over the Monticello and Port Jervis Railway left Monticello on the 29th ult., and the trains are now running regularly.

Journal of Railroad Law.

RAILROAD COMPANIES—CARRIAGE OF OIL—CONSTRUCTION OF CONTRACT AS TO FORWARDING.

The case of the Camden and Amboy Railroad Company vs. Forsyth, Brothers & Co., was an amicable action in case, entered May 13th, 1866. The declaration in several counts charging the Camden and Amboy Railroad Company, as common carriers, with negligence in not transporting safely 118 barrels of refined petroleum from Philadelphia to Red Hook, an oil depot about thirty miles below the City of New York.

The following is the opinion of the Court delivered by

SHARSWOOD, J.—The contract of the plaintiffs with the Pennsylvania Railroad Company, was to carry the barrels of oil received at Pittsburgh to Philadelphia and there deliver them to Leech & Co., at the company's freight station. If there was any undertaking implied from the fact that the ultimate destination of the goods appeared on the bill of lading to be Red Hook and the freight was to be there received for the carriage over the whole route, it would be only an engagement to forward to that place. This is now the received doctrine in the American Courts, as is ably shown by Judge Strand in *Jennison vs. The Camden and Amboy Railroad Co.*, 4 Am Law Reg., 234, who cites and comments on all the leading authorities. The limitations and stipulations contained in the contract in regard to the liabilities of the Pennsylvania Company as carriers, naturally apply only to that portion of the route in which they act as such, and not to the part in reference to which they are forwarders. Not that they could not as agents for the carriers, beyond the terminus of their own road, stipulate for a limitation also of their liability. The question is, have they done so in this instance? It is argued that whatever stipulations are contained in the bill of lading given for the goods when originally received, ought to be presumed to extend over the whole route. "The American cases upon the subject, with rare exceptions," says Judge Redfield, "recognize the right of a railway company to enter into special contract to carry goods beyond the line of their own road. And when different roads are united in one continuous route, such an undertaking in regard to merchandise received and booked for any point upon the line of the connected companies is almost matter of course." 2 Redfield's Law of Railways, 104. If this could be construed to have been a contract by the Pennsylvania Railroad Company to carry to Red Hook, then, indeed, it would be a natural and necessary presumption—that all its terms and limitations should apply to carriers over every part of the route. The Counsel on both sides of this case have relied on the *Bristol and Exeter Railway vs. Collins*, 7 House of Lords, 197. The contract there by the company who received the goods was to carry to the point of ultimate destination on another road. This was the decision of the Court of the last resort, and hence Lord Chancellor Chelmsford said: I think therefore that the contract was entire, was for the whole journey from Bath to Torquay, and was made with the Great Western Railway Company alone: that the goods were carried over the defendants' railway under the contract, and that the defendants are consequently either not liable at all, as

no agreement was entered into with them, or that if the contract in any way attaches to them, the exception as to loss by fire accompanies it and exonerates them from liability." In the Exchequer Chamber the receipt note was considered as plainly showing that the contract of the Great Western Company was merely to carry to Bristol and to forward them by another carrier, and the exemption from liability provided for by the contract, was held to apply to the Great Western Company alone: 1 Hurlst. and N., 517. It is evident that the decision in the Exchequer Chamber is that which is applicable to this case of the Pennsylvania Railroad who were carriers only to Philadelphia and forwarders beyond.

The part of the bill of lading relied on as containing a stipulation relieving the defendants from liability, is the written memorandum subscribed in these words: "This oil is carried only on open cars, and entirely at the owner's risk from fire and leakage while in possession of the railroad company or carriers while standing or in transit." The first part certainly only applies to transportation by rail. Now beyond Philadelphia the transportation was by barges through the Delaware and Raritan Canal to Red Hook. If the memorandum looked beyond the terminus of the Pennsylvania Railroad Company, it would not have been stipulated that the oil should be carried only on open cars. "While in the possession of the railroad company" certainly means the Pennsylvania Company, "or carriers while standing or in transit," naturally following in the same track, means just as certainly "their carriers, whether standing at stations or depots, or in cars while actually moving." It would be a violent construction to conjecture that subsequent carriers were those meant. Doubtless it would have been so expressed if it had been so intended. The Court were perfectly right, therefore, in instructing the jury that there was no other contract with the defendants than the receipt of their shipping agent for the oil, which contained no limitation of a carrier's liability at common law. Judgment affirmed.

Commerce of Buffalo.

The Boston Commercial Advertiser gives the following statistics of the commerce of that port during 1870:

ENTERED.		
	No. of Vessels.	Tonnage.
Coastwise vessels entered	3,715	1,527,521
American vessels from foreign ports	755	455,038
Foreign vessels from foreign ports	846	89,720
Total entered	5,316	2,072,879
CLEARED.		
	No. of Vessels.	Tonnage.
Coastwise vessels cleared	3,768	1,550,244
American vessels for foreign ports	730	451,054
Foreign vessels for foreign ports	811	88,616
Total cleared	5,309	2,084,914
Grand Total 1870	10,625	4,157,793
" 1869	10,201	4,007,496

A bill has passed both branches of the Virginia Legislature authorizing the Atlantic, Mississippi and Ohio Railroad Company to construct a branch road to Richmond.

The Public Debt Statement.

The following is a recapitulation of the public debt statement December 31, 1870:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	\$214,267,800 00
Six per cent. bonds	1,720,775,400 00

Total	\$1,935,842,700 00
Accrued interest	45,930,828 49

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	\$43,555,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Certificates at 4 per cent.	678,362 41

Total	\$58,228,362 41
Interest	446,631 29
Debt on which interest has ceased since maturity	\$7,815,822 26
Interest	681,151 85

DEBT BEARING NO INTEREST.

Demand and legal tender notes	\$356,101,086 00
Fractional currency	39,995,089 38
Certificates of gold deposited	26,149,000 00

Total	\$422,245,175 38
Total amount outstanding	\$2,423,132,060 05
Total interest	47,022,306 14

Total debt, principal and interest, to date, including interest due and unpaid	\$2,470,154,366 19
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AMOUNT IN TREASURY.

Coin	\$107,802,280 95
Currency	30,284,291 49

Total	\$138,086,572 44
Debt less amount in Treasury	\$2,332,067,793 75
Debt less amount in Treasury December 1, 1870	2,334,308,494 65

Decrease of debt during the past month	\$2,240,700 90
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Decrease of debt since March 1st, 1869	\$193,395,466 26
Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:	

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	\$27,236,512	\$817,095 36
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	189,090 00
Sioux City and Pacific	1,628,320	48,849 60
Central Pacific	25,881,000	776,430 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	48,000 00
Western Pacific	1,970,000	59,100 00

Totals	\$64,618,832	\$1,938,564 96
Interest paid by United States	\$8,815,845 49	
Interest repaid by transportation of mails, etc.	2,460,818 94	
Balance of interest paid by United States	6,354,526 55	

Messrs. Cutler, Jones & Co., of Cincinnati, have taken the contract for the building of the Eastern division of the Elizabethtown, Lexington and Big Sandy Railroad, commencing at Lexington and running to the Big Sandy River. Four thousand hands are to set to work about the 1st of next March, and the road is to be completed in two years.

The New London Northern Railroad Company have voted to call in the second class stock, issuing three shares of the first class for four of the second.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Dec. 20, 1870, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

- No.
110,195.—Seal Lock, Benjamin Briscoe, Detroit, Mich.
110,204.—Car and other Springs, John W. Cockran, New York, N. Y.
110,214.—Car Coupling, John C. Dearborn, Canada, N. H.
110,254.—Car Seat Lock, Adam Loeffelholz and Anton Prier, Milwaukee, Wis.
110,269.—Car Coupling, James C. Morris, Greenville, Tenn.
110,315.—Spark Arrester, Jason Weldman, John Major and John J. Sample, Pittsburg, Pa.
110,384.—Railway Rail Joint, William Moorehouse, Buffalo, N. Y.
110,394.—Refrigerating Car, Thomas L. Rankin, Granville, Ills.
110,350.—Rotary Steam Engine, George S. Follensbee, Philadelphia, Pa.
110,362.—Oscillating Steam Engine, Isaac N. Forrester, Bridgeport, Conn.

For the week ending Dec. 27, 1870, and each bearing that date.

- 110,416.—Railroad Car Ventilator, George B. Armstrong, Chicago, Ills., and George F. McLellan, Washington, D. C.
110,432.—Lubricating Compound for Steam and other Packing, William M. Canfield, Philadelphia, Pa.
110,441.—Self Cleaning Locomotive Smoke Stack, Samuel M. Cummins and Henry Israel, Allegheny, Pa., assignors for 1/2 their right to Ransom C. Wright.
110,446.—Snow Plow for Railways, Tiberius Dougherty, Philadelphia, Pa.
110,461.—Non-Conducting Compound for coating Steam Boilers, John Hessing, Patterson, N. Y.
110,463.—Compound and Process of removing incrustations of lime from Steam Boilers, metals, &c., J. Austin Hewett, Nora Springs, Iowa.
110,497.—Railway Car Spring, Albert Potts, Philadelphia, Pa.
110,499.—Lock Nut, James L. Randolph, Berkeley, Springs, W. Va., assignor to G. L. Denny, Christiana, Pa.
110,534.—Cope for casting Car Wheels, Albert Ailing, Chicago, Ills.
110,553.—Preventing incrustation of Steam Boilers, Charles J. A. Dick, Paris, France.
110,563.—Car Wheel, William Goodman, Boston, Mass.
110,571.—Sleigh, Alvarado Jones, Randolph, Wis.
110,580.—Car Coupling, William H. Meadows, McMinville, Tenn.
110,602.—Safety Attachment for Railway Tracks, Arnold Strauss, New York, N. Y.

DESIGN.

- 4,541.—Railway Car Sash Lock, William H. Paige, Springfield, Mass.

The Western Maryland railroad was formally opened to Mechanicstown, a distance of 61 miles from Baltimore, on the 29th of December.

Central Railroad Company of New Jersey.
119 LIBERTY STREET,
New York, December 17, 1870.

TO THE STOCKHOLDERS:

A semi-annual dividend of four per cent. has been declared payable on the 30th instant. The transfer books are closed from the 14th instant to the 3d proximo. Hereafter it is expected to return to quarterly dividends.

All the valuable lands held by the Company along and near the railroad have been transferred to "The Central New Jersey Land Improvement Company," at present cost: and scrip stock of the said Land Company received in part payment therefor, with thirty dollars credited on each share, subject to further calls of seventy dollars on each share. The balance of the purchase money will be paid by calls to be made, from time to time, for these remaining instalments.

This transfer does not cover or affect the lands and water rights of the American Dock and Improvement Company.

An allotment has been made among the stockholders of this scrip stock in the proportion of one scrip share of the stock of "The Central New Jersey Land Improvement Company," for every five shares of Central Railroad stock held at the closing of the books for the dividend.

No fractional certificates will be issued, but the stock representing such fractions will be sold to the best advantage, and the proceeds divided among the parties entitled thereto. Persons wishing to buy or sell will apply to Samuel Knox, Treasurer.

No calls will be made until full information of the values of the property has been furnished.

Certificates will be ready for delivery as soon as they can be prepared.

By order of the Board,
JOHN TAYLOR JOHNSTON, President.

The following gentlemen have been elected directors of the Maryland and Delaware Railroad Company: Wm. Slaughter, David Knotts, J. A. W. Powell, Dr. G. W. Goldsborough, Dr. Alex. Hardcastle, J. P. Manlove, Samuel Hambleton, President, C. W. Huntington; Treasurer, Dr. G. W. Goldsborough. The track is laid to within one mile of Easton.

The total revenue to the government from duties collected on imports at the port of Baltimore in 1870 amounted to \$9,122,239 20, against \$9,027,513 63 in 1869, \$6,217,466 41 in 1868, \$5,798,820 85 in 1867, \$4,065,064 35 in 1866, \$2,983,202 33 in 1865, \$2,167,120 05 in 1864 and \$1,919,229 99 in 1863.

PHILLIPSBURG Manufacturing Company.

MANUFACTURERS OF

Hot Pressed Nuts 1/2 for 1/2 Bolts to 3/4x2 for 2 in. Bolts either Square or Hexagon.
Bridge and Truss Bolts 1/2 in. to 3/4 in. in diameter any length with upset ends.

Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in general.

Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG,
Warren Co., N. J.

ARKANSAS STATE BONDS.—THE COUPONS due January 1, 1871, on the SIX PER CENT. FUNDED DEBT BONDS, will be paid upon presentation at the UNION TRUST COMPANY, on and after January 1, 1871. D. B. SICKLES, Financial Agent.

TREASURY DEPARTMENT, STATE OF ARKANSAS, LITTLE ROCK, December 15, 1870.—Holders of Six Per Cent. Funded Debt Bonds of the State of Arkansas are hereby notified that the accumulated interest due January 1st, 1871, will be paid upon presentation of the Coupons at the Union Trust Company on and after January 1st, 1871.

HENRY PAGE, State Treasurer.

GILEAD A. SMITH & CO.

BARTHOLOMEW HOUSE, BANK, LONDON,
AND
NO. 82 BROADWAY, NEW YORK.

RAILROAD IRON.

In Ports of New York and New Orleans.

Bills of Exchange on London and circular Notes in amounts to suit remitters or travelers.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to Order.

JAS. R. THOMPSON, B. ILLINGSWORTH, Late of Pompton & Co.
I. H. GAUTIER, H. DICKINSON. Atna Steel Works
D. G. GAUTIER.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO.,
WM. J. YOUNG & SON,

Mathematical & Engineering

Instrument Manufacturers,

AT THEIR OLD LOCATION,
43 NORTH SEVENTH STREET,
PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

WILLIAM R. TAYLOR, Kings Co. Steam Boiler Works,

MANUFACTURER OF

High & Low Pressure Steam Boilers,

TANKS, GASOMETERS, SUGAR PANS, COOLERS,

OIL STILL & OIL TANKS,

Nos. 345 & 347 FIRST STREET,
(Old Nos. 277 and 279)

Near North Fourth, P. O. Box 213. BROOKLYN, E. D.

Special attention given to Repairs.

NOTICE.

Railway Companies and others interested in the construction of Iron Bridges—will please take notice that J. J. R. RANDALE, formerly of Springfield, Mass., is not an Agent of ours, nor is he in any way connected with our works.

CLARKE, REEVES & CO.
Philadelphia Dec. 20, 1870.

RAILROAD IRON.

1,000 tons LLYWY VALE.

1,000 " BAILEY BROS.

300 " EBBW VALE.

50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf 18 William street.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.

Wilkes-Barre, Pa.

A. W. RHOADS.

N. H. CAMP

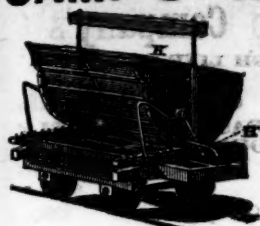


Fig. No. 1, Car Loaded & at Rest.

The brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

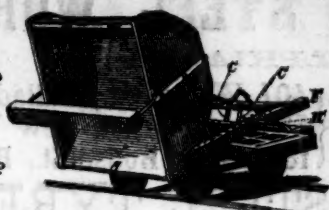


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.**MORTON, REED & CO.,**

No. 65 South Gay St., Baltimore, Md.,
MANUFACTURERS' AGENTS

FOR THE SALE OF

**American & Foreign Rails,
STEEL OR IRON**

AND

Railway & Machinists' Supplies

OF EVERY KIND.

Locomotive and Mining Engines,
Narrow Gauge Cars, and Engines,
Freight, Box & Passenger Cars, &c.

W. G. CHITTICK,

35 WALL ST., NEW YORK,
Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS

A General Banking Business.

Loans Negotiated and Invest-
ments Made on Favorable
Terms.

Orders for Stocks and Gold care-
fully executed at the Regular
Boards.

Prompt Attention given to every
Branch of the Business.

MERCANTILE LOAN

AND

WAREHOUSE COMPANY**Safe Deposit Vaults**

FOR

**Bonds, Gold & Silver Plate,
&c.,**

**EQUITABLE BUILDINGS,
Cor. Cedar St. & Broadway.**

DRAWING MATERIALS.

TRACING CLOTH, DRAWING PAPERS AND
Mathematical Instruments for Architects, Engineers,
etc.

**KEUFFEL & ESSER,
116 Fulton St., N. Y.**

Catalogues sent on application.

CHAS. J. PUSEY,

78 BROADWAY,
NEW YORK.

American & English Rails,

LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

SOLE AGENT FOR

Atkins Bros' Pottsville Rolling Mills.

Special attention given to filling orders for Small T and
Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.

P. O. Box 5222.

VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

VOLUTE**RUBBER CENTER SPIRAL,**

Compound Spiral,

INDIA RUBBER,**DINSMORE SPIRAL**

AND OTHER

Railway Car Springs,

No. 1 Barclay Street,
NEW YORK.

No. 15 La Salle Street,
CHICAGO.

PETER W. KUMBEL,

(Successor to WM. KUMBEL & SON.)

MANUFACTURER OF

LEATHER BELTING,

27 Ferry St., New York.

A CIVIL ENGINEER and Builder with Capital
is open for an engagement in the South or
West. Address FRENCH, R. R. Journal Office.

FOR SALE—50 and 60 pounds English Rail here, and
at New Orleans; and also to arrive at both ports.
HEYERDAHL, SCHONBERG & CO.,
32 Pine Street, New York.

THOMAS D. STETSON, Solicitor of American and
Foreign Patents, and Professional Expert in Patent
Cases. No. 5 Tryon Row, New York.

D. N. BEARDSLEY, Wholesale Dealer in Railroad
Ties, Hemlock Timber, Chestnut Posts and Wood.
Office, 251 West Street, near Hubert Street, New York.
N. B.—Cargoes sold on commission. Advances made on
consignments.

**PROCLAMATION of the SALE of the HOUSTON
TAP AND BRAZORIA RAILROAD,** by the
Governor of the State of Texas, in the name and by the
authority of the State of Texas.—Whereas, The railroad
company known as that of the "Houston Tap and Brazo-
ria Railroad" is largely indebted to the School Fund of the
State of Texas, for principal and interest of the Special
School Fund loaned to the same under the act of the Legis-
lature of August 13th, 1856, entitled "An Act to provide
for the investment of the Special School Fund in the bonds
of railroad companies incorporated by the State," and the
amendments thereto, which principal and interest is se-
cured by the bonds of said railroad company, made and ex-
ecuted to the State of Texas under said act and amend-
ments; and

Whereas, Said railroad company, by failure to pay the
interest and sinking fund of said indebtedness, has not
complied with its obligations under said act of August 13th,
1856, and the amendments thereto, and has also not com-
plied with the act of 13th of August 1870, entitled "An
Act for the relief of railroad companies indebted to the
State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the
State is required, by said acts of the Legislature, to cause
said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said
acts of the Legislature, I, EDMUND J. DAVIS, Govern-
or of said State, will, on WEDNESDAY, the 15th day
of February, A. D. 1871, cause to be sold the said "Hous-
ton Tap and Brazoria Railroad," and the charter rights of
said company, including the road-bed, right of way, grad-
ing, bridges, iron rails, equipments and masonry, and all
the stock subscribed for in said company, all the depots and
depot stations, and all the property owned by said com-
pany as necessary to its business—said railroad being about
(50) fifty miles long.

Such sale to take place, at public auction, on said (15th)
fifteenth day of February, A. D. 1871, at the door of
Capitol of the State at Austin, between the hours of 10
m. and 12 o'clock m., and the sale to be to the highest cash
bidder; provided, however, that the Governor reserves the
right, should he deem it advisable, to buy said property in,
for the benefit of the School Fund, should no cash bid be
made sufficient to cover the principal and interest due on
the School Fund.

In testimony whereof I have hereunto signed my name,
and have caused the great seal of the State to be
affixed, at the City of Austin, this 12th day of Novem-
ber, A. D. 1870, and of the independence of Texas
the thirty-fifth. EDMUND J. DAVIS, Governor.
By the Governor: JAMES P. NEWSOM, Secretary of
State.

**PROCLAMATION of SALE of the TEXAS AND
NEW ORLEANS RAILROAD—**By the Governor
of the STATE OF TEXAS—in the name and by the au-
thority of the State of Texas.—Whereas, The railroad com-
pany known as that of the "Texas and New Orleans Rail-
road" is largely indebted to the school fund of the State of
Texas, for principal and interest of the special school fund,
loaned to the same under the act of the Legislature of
August 13th, 1856, entitled "An Act to provide for the in-
vestment of the special school fund in the bonds of railroad
companies incorporated by the State," and the amendments
thereto—which principal and interest is secured by the
bonds of said railroad company, made and executed to the
State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the in-
terest and sinking fund of said indebtedness, has not com-
plied with its obligations under said act of August 13th,
1856, and the amendments thereto, and has also not com-
plied with the act of 13th of August, 1870, entitled "An
Act for the relief of railroad companies indebted to the
State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the
State is required, by said acts of the Legislature, to cause
said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known, that in conformity with said
acts of the Legislature, I, EDMUND J. DAVIS, Govern-
or of said State, will, on TUESDAY, the 14th day of
February, A. D. 1871, cause to be sold the said "Texas and
New Orleans Railroad," and the charter rights of said
Company, including the road-bed, right of way, grading,
bridges, iron rails, equipments, and masonry, and all the
stock subscribed for in said Company, all the depots and
depot stations, and all the property owned by said Com-
pany as necessary to its business—said railroad being about
one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th
day of February, A. D. 1871, at the door of the Capitol
of the State, at Austin, between the hours of 10 a. m. and 12
o'clock m., and the sale to be to the highest cash bidder;
provided, however, that the Governor reserves the right,
should he deem it advisable, to buy said property in, for
the benefit of the school fund, should no cash bid be made
sufficient to cover the principal and interest due the school
fund.

In testimony whereof, I have hereunto signed my name,
and have caused the great seal of the State to be
affixed at the City of Austin, this 12th day of Novem-
ber, A. D. 1870, and of the independence of Texas
the thirty-fifth. EDMUND J. DAVIS, Governor.
By the Governor: JAS. P. NEWSOM, Secretary of
State.

THE Firm of WM. J. YOUNG & CO., MATHEMA-
TICAL INSTRUMENT MAKERS, consisting of WM.
J. YOUNG & CHAS. S. HELLER, was dissolved short-
ly before the death of Wm. J. Young. The undersigned,
the late Partner of said Firm, (who was with Mr. Young
continuously for 15 years), will continue in the same line of
business at No. 33 North Seventh Street, (corner of Fil-
bert).

CHARLES S. HELLER,

Philadelphia August 1, 1870.

THE WILLIAM BUTCHER STEEL WORKS, OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't.
WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

OFFICES : { 407 Walnut St., Philadelphia.
59 John Street, New York.
18 Custom House St., Boston.

CRUCIBLE CAST STEEL TYRES,

Axles, Fire Box and Boiler Plate,

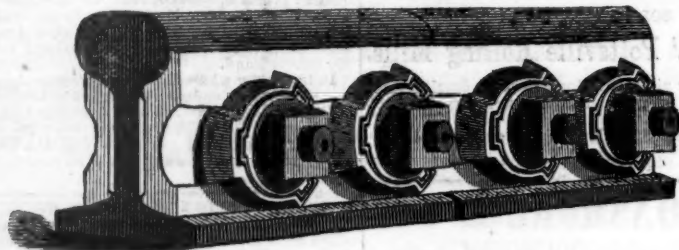
REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE,

GEN'L SALES AGENT,
P. O. BOX 3066, NEW YORK.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

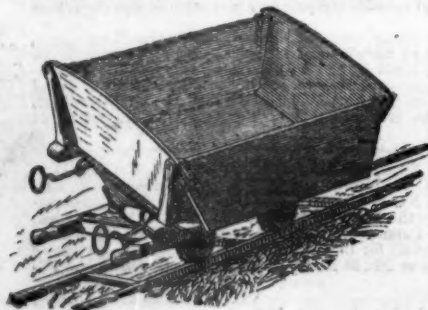
We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company. CONTRACTORS,



For Excavating and Moving Materials
of all kinds; Manufacturers of

Portable Cars, Tracks,

&c., for

RAILROAD CONTRACTORS & RAILROAD
COMPANIES,

OFFICE 42 BROADWAY, N. Y.

Illustrated Circulars sent Free on Application.

STATE RIGHTS FOR SALE.

PACIFIC MAIL Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY
REDUCED.

Through rates, New York to San Francisco:

First Class. Steerage.
\$125 to \$170. \$60.

according to location of berth.

These rates include berths, board and all necessities for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,
except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 20, HENRY CHAUNCEY, CAPT. A. G. GRAY, connecting with the MONTANA, CAPT. CATERLY.

Departure of 26th every month will touch at San Jose Guatemala.

Steamer AMERICA will leave San Francisco Feb. 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, Jan. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNESDAY, Jan. 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

EDWARD W. SERRELL, CIVIL ENGINEER,

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NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

J. MILTON HAGY. GUSTAVUS W. KNOWLES.

HAGY & KNOWLES,
COTTON AND WOOLEN WASTE,

By the Ton or Bale,

RAILROAD CROSS TIES, &c.

Office 512 Walnut St,
Warehouse 325 No. Front Street,
PHILADELPHIA.
PIG IRON FOR SALE.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUFACTURE THE PATENT SUPERIOR COMPOSITION PADLOCK for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,

15 R. R. Avenue, Newark, N. J.,
Opposite Market st. Depot.

\$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN
BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE.

H. O. FORD & CO.,
Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich
Street, Hempstead, Long Island N. Y.